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THE CHINA PRESS

大陸報

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U.S. TO SEVER RELATIONS WITH GERMANY; PRESIDENT, CABINET AND SENATE CONFER!

Daily Mail Says Ambassador Bernstorff Was Given Passports Yesterday!

SCANDINAVIA, SPAIN AND HOLLAND KEEP MERCHANTMEN IN

Governments All Busy Trying to Find Way To Maintain Trade

DUTCH WILL ACT

Promise Is Given to Provide Protection for All Vessels Afloat

SEEK U. S. ADVICE

Alfonso's Minister Has Two Hours' Midnight Counsel With Ambassador

(Reuter's Agency War Service)

Amsterdam, February 1.—Dutch shipping has been forbidden to leave territorial waters.

The Telegraaf states that shippers express the opinion that trade between Great Britain and Holland may come to a complete standstill, greatly prejudicing the Dutch coal-supply.

The Nieuwe Rotterdamsche Courant expresses the opinion that the prospects of Holland being drawn into the war have considerably increased.

The Hague, February 2.—A conference between the Government and ship-owners, yesterday, discussed the possibility of continuing shipping to neutral ports, especially to the Dutch East Indies. The Government promised to support this and also to protect vessels now afloat. In the meantime, the Government suggested that ships should not sail unless the Government has been consulted.

Suspend British Mails

Christiania, February 1.—Mails and goods traffic with England has been suspended.

Copenhagen, February 1.—At a secret sitting of the Riksdag, the Minister of Foreign Affairs announced the intention of the Government to endeavor to ensure the maintenance of trade with other countries. All Parties approved. The sitting was closed by the Speaker appealing to the members to meet the new situation with dignity and tranquillity.

A company which carries agricultural products to Great Britain has suspended its sailings.

Stockholm, February 1.—The press hesitates to pronounce definitely concerning the new situation, recognising that it is serious, but recalling the German proclamation in February, 1915 and its feeble results.

Abandon Canary Islands

Madrid, February 2.—The Minister of Marine has telegraphed to the Spanish port authorities, temporarily prohibiting vessels from sailing.

Spanish ships trading with France and England have been diverted. The first victims of the blockade are the Canary Islands, which neutrals and belligerents alike have abandoned.

The excitement resulting from the German Note is most intense. Continuous conferences are taking place between the Ministers and the military and naval authorities.

Confer With U. S. Ambassador

The Minister of Foreign Affairs conferred with the American Ambassador from midnight till two o'clock in the morning.

The Premier announced in the Cortes that the situation is undeniably grave. He deprecated discussion concerning the nature of Spain's reply to Germany, but thought it unnecessary to close Parliament at present.

A number of Senators urged an increase in armaments.

Daughter of Lawson Becomes War Nurse

MRS JAMES FULLER LORD.

New York, January 12.—Mrs. James Fuller Lord, second daughter of Thomas W. Lawson, the Boston financier, is on her way to France today to become a war nurse. Her father and her husband were at the pier to see her off. Mrs. Lord was accompanied by Miss Ruth Rose, of Marshfield, Mass., who also will become a nurse. For more than two months Mrs. Lord has been studying nursing in order to fit herself for the work she will undertake in France.

Germans Have Lost 24, British 11 p.c. Of Merchant Ships

Former Minus 409 Boats, Allies Altogether 1,646; Only 6 Armed Liners Sunk

(Reuter's Agency War Service)

Paris, February 1.—The Bureau Veritas publishes statistics of the losses of merchant shipping during the war. Germany has lost 409 ships, being 24 per cent of her total tonnage.

The Allies have lost 1,646, of which 1,520 have been sunk by submarines. The victims include 1,110 British vessels, being eleven per cent of the British mercantile fleet before the war.

The losses of the Allies have been practically made good by building and captures. Germany's loss of 1,260,000 tons of shipping is counterbalanced by her construction of 676,999 tons, while she has 900,000 tons building.

It is stated that British statistical records show that, out of a total of seventy-eight armed liners attacked by submarines, seventy-two escaped, while, out of a hundred unarmed vessels, only seven escaped.

SWEDEN ASKS HOLLAND TO NEUTRAL CONFERENCE

Won't Touch Politics; To Discuss After-War Economic Questions

(Ostasiatische Lloyd War Service)

The Deutscher Ueberseedienst states: Berlin, January 30.—The Vossische Zeitung reports from Stockholm that the Swedish Government has invited the Dutch Minister to co-operate in the preparations for a conference of neutrals. This conference is a logical consequence of the recent Scandinavian Ministers' conference at Christiania, which resolved to take no steps which could be interpreted as a peace offer to any of the belligerent parties, but to discuss all measures which would have to be taken in the interest of neutrals during and after the war. The conference now planned will deal exclusively with economic questions for the time after the war. No purely political questions will be discussed.

New 'Frightfulness' Foreseen And Prepared For, Opinion Generally of British Papers

Don't Disguise Peril is Real and Formidable; High Rank Hostages on Hospital Ships Suggested

(Reuter's Agency War Service)

London, February 2.—The British press does not conceal its belief that the German threat implies a real and formidable peril, demanding all the endurance of the nation. It expresses the opinion that this frightfulness has been long anticipated by the Allies, that it was considered at the recent naval conference in London and confidence is expressed that preparation has been made to meet it. The greatest difficulty will be the submarine mine-layers.

Reuter's Agency learns that the opinion in British official quarters is that the threat made by Germany does not materially affect the situation, as the enemy have already done their worst. The navy may be safely left to deal with the problems at sea and the handling now of the diplomatic situation will be left to neutrals, whose eyes have now been definitely opened.

Mr. Lloyd George was at Criccieth today. The town was decked with flags, in his honor. In reply to the speech of welcome, the Premier said: "The burden on my shoulders is an overwhelming one, but I am confident that our united efforts will succeed in confounding the devices of the wicked."

The situation of Germany is compared to that of Napoleon in 1812, when he vainly tried to achieve a decision by destroying the commerce of Great Britain.

It is not doubted that the Kaiser's declaration of war on the civilised world will not succeed in saving the Hohenzollern Dynasty. It is anticipated that the United States, like Great Britain in 1914, will prove that Germany has made another psychological miscalculation.

Suggest Hostages on Ships

The Morning Post suggests that German prisoners of high rank shall be placed on hospital-ships, as hostages.

The Daily Chronicle urges that the Allies shall agree concerning the penalties they will exact after the war, specifying the persons they will penalise and collectively notify Germany of them now.

Sir Edward Carson, First Lord of the Admiralty, in a letter of regret because a cold does not permit him to attend a war loan meeting at Hull, does not conceal the grave danger arising from ruthless German submarine warfare, but says that the Admiralty is tirelessly grappling with the problem, day and night.

The Attorney-General, Sir F. E. Smith, speaking at Cardiff, yesterday, said that no belligerent in the history of the world had ever dared such a challenge to a proud and powerful neutral. "We believe that we and our allies are strong enough to fight out this quarrel ourselves. We have been the custodians of the honor of neutrals. Now tell them to be custodians of their own. We only ask that, when the time of settlement comes, those who have sacrificed shall decide."

Refuse to be Intimidated

Paris, February 1.—The papers, while recognising that the task of the Allied fleets grows daily harder, refuse to be intimidated by the threat of further atrocities at the very moment when the enemy's force is failing.

Secret Reichstag Session

Amsterdam, February 1.—The Reichstag is debating on the German Chancellor's speech in secret session.

A passage in Dr. von Bethmann-Hollweg's peroration: "The Admiralty and the fleet are firmly convinced that Great Britain will be brought to peace by force of arms, as a result of her experience of submarine warfare," is taken as a text for German press comments, which unanimously single out Great Britain as the enemy and promise unheard-of terrors, which "will mortally hit the island people."

The semi-official Austrian Fremdenblatt hopes that the peace for which the world is longing will be brought nearer by the employment of the strongest means against the "tyrant of the seas."

The German Dusseldorfer General Anzeiger remarks that the prey resulting from unrestricted submarine warfare is problematical, owing to the fewer sailings. "Germany's welfare is the most urgent law and neutrals do not matter."

The Rheinische Westfaelische Zeitung expects that President Wilson will warn Americans not to enter the war-zones in the North Sea and Mediterranean, which must be the grave of British greatness.

ORGANISING MACHINERY FOR RATIONING BRITISH

Food Controller Unwilling To Adopt Compulsion; Impresses Need for Economy

(Reuter's Agency War Service)

London, February 2.—The Press Bureau states: The Food Controller has issued a notice of the urgent necessity to curtail consumption. He states that it is only possible to maintain an adequate margin to meet the actual situation and contingencies by adopting a system of average apportionment.

He is unwilling to adopt compulsory rationing, unless necessary, but relies on the sense of honor and patriotism of the people to observe voluntarily the following average weekly consumption per head: 4 lbs. of bread, 2½ lbs. of meat and ¾ lb. of sugar. He points out that, if everybody reduces their consumption by one pound of bread and half-a-pound of meat a week, there would be a saving of over a million tons of food a year.

Meanwhile, the machinery for putting the people on rations is being organised, in case of necessity.

SERIOUS COAL SHORTAGE IS DISTURBING SWEDEN

Railway Traffic Restricted; Government Takes Steps To Limit Consumption

(Reuter's Agency War Service)

Stockholm, February 2.—Railway traffic has been restricted, owing to the coal shortage and the Government is taking other measures to limit consumption.

More Germans Gather On Dutch Borderline

Deplete Russian Fronts to Prepare for Impending Clash On Western Battlefield

(Reuter's Agency War Service)

Amsterdam, February 2.—There are further reports of German troops concentrating on the Dutch frontier.

Petrograd, February 1.—Except on the Riga sector, where three divisions of German re-inforcements have arrived, the enemy are transferring a considerable number of German troops from the Russian fronts to the western front, in view of the impending clash there.

Capt. Simms Succeeds Admiral Knight, Ordered to Asiatic Fleet

REAR-ADMIRAL KNIGHT. CAPT. W. S. SIMMS.

Washington, January 2.—Rear Admiral Austin M. Knight, one of the most renowned American naval strategists, has been replaced as president of the War College by Captain William S. Simms, who has been promoted to the rank of rear admiral. Rear Admiral Knight, having been promoted to the rank of admiral, has been assigned to command of the Asiatic Squadron, the post which Admiral Dewey held at the outbreak of the Spanish-American war.

America Joins Four Power Group In Place of Germany; New Loan of £10,000,000

CHINA PRESS' OWN SERVICE

Peking, February 3.—The conference of the Four Power Group of Bankers has come to an end, according to private cablegrams received here today. An agreement was reached that is of special significance viewed in the light of Germany's decision to break her pledge to America regarding unrestricted submarine warfare.

The Four Power Group at this conference was made over into a Five Power Group, the United States taking the place of Germany. The Group is now made up of America, Great Britain, France, Japan and Russia although it is understood that Russia, for the present at least, is to take no part in the new loan to China.

This loan, which has been finally agreed upon is to consist of £10,000,000, or about Tls. 60,000,000 at present exchange. Of this amount the United States advances one-third or Taels 20,000,000: Japan advances an equal amount and Great Britain and France between them share the other third. Word of the successful nature of the negotiations caused general rejoicing in governmental circles today.

British Temporarily Break German Lines

Berlin Asserts Many Strong Advances Fail; Lively Reconnoitering Is Order

(Reuter's Agency War Service)

London, February 2.—(By wireless).—A German official communique reports: Between Armentieres and Arras, numerous strong advances made by the British failed. There has been lively reconnoitering activity south-west of Miraumont and north-east of Le Sars.

The British penetrated our position on the Gueudecourt to Beaulencourt road, but our counter-attack recaptured the position. We took some prisoners.

Sir Douglas Haig reports this evening: We carried out a successful enterprise, north-eastward of Gueudecourt and took fifty-six prisoners. We drove off an attack in the neighborhood of Gommecourt.

We destructively bombarded a dump eastward of Bouchavesnes. Our aeroplanes did much useful work. Four are missing.

Allies Show Pity For Poorer Greeks

Will Mitigate Blockade, Most Of Their Demands Having Been Carried Out

(Reuter's Agency War Service)

London, February 2.—The Allies are temporarily arranging to mitigate the blockade, to relieve the poorer Greeks, in view of the fact that most of their demands have been carried out.

Foil German Assault At Leintrey, Lorraine

Maintain Brisk Artillery Actions Along French Front; Dunkirk Is Bombed

(Reuter's Agency War Service)

Paris, February 2.—The official communique issued this afternoon reported: An attack made by the enemy, south of Leintrey, in Lorraine, failed. There have been lively artillery actions in the sectors of Louvemont, on the right bank of the Meuse and at Metzeral, in the Vosges.

A German aeroplane bombed Dunkirk, without causing any casualties and doing insignificant damage.

The communique this evening reported: A surprise attack attempted by the enemy on a post in Belgium failed. In the region of St. Mihiel, our artillery carried out a destructive fire against the organisations of Apremont Forest.

In Macedonia, artillery actions continue, especially in the Struma-Doiran-Vardar zone and north of Monastir.

SINK NEUTRAL SHIPS

(Reuter's Agency War Service)

London, February 1.—The Norwegian steamer Modiva (1,276 tons), the Spanish steamer Puntateno and the Danish steamer Daisy (1,209 tons) have been sunk.

STATE RELIGION

Ostasiatische Lloyd

Peking, February 3.—At yesterday's constitution conference, Articles 8, 9 and 10 were passed. Great dissension arose about the motion of Sun Kuang-ting to make Confucianism the State Religion.

TO COUNTENANCE NO INTERFERENCE WITH OUR RIGHTS

Agreement to that Effect Reached By The Cabinet

RUPTURE CERTAIN

First Hostile Act To Be Signal; Port Officers Vigilant

ROOSEVELT BUSY

Demands that Wilson Move Instantly To Prevent Murder

(Reuter's Agency War Service)

Washington, February 2.—At the conclusion of a meeting of the Cabinet, which lasted for two and a half hours, President Wilson hurried to the Capitol, to discuss the situation with the Chairman of the Foreign Relations Committee, who would be consulted before any serious action is taken by the Cabinet. It has been ascertained that the Cabinet agreed in refusing to countenance German interference with American rights.

The Customs Collectors at all the ports have been instructed to be very vigilant in enforcing the regulations concerning neutrality.

LAST CHANCE NOT GONE

Later.—President Wilson subsequently conferred with other members of the Senate. After the conference, a member of the Cabinet told a pressman that the last chance has not yet gone, as Germany has not yet carried out her purpose, "as far as we know."

At the conclusion of a conference between President Wilson and some members of the Senate, one of the latter said that a diplomatic rupture with Germany was practically certain.

It is learned that, at the conference with President Wilson, Senator Stone, Chairman of the Foreign Relations Committee, and Senator Lewis expressed the opinion that an immediate breach with Germany is not justified, assuming that she does not intend to imperil Americans, but the first act against Americans should be the signal for a rupture.

BERNSTORFF GIVEN PAPERS

London, February 3.—The Washington correspondent of the Daily Mail states that Count Bernstorff, the German Ambassador, received his passports today.

'Neutrals Must Show Colors'

Amsterdam, February 2.—The Berlin correspondent of the Cologne Gazette says: "Should America join the Allies, our weapons will become sharper. Neutrals must now show their true colors."

Paris Minister Asks Orders

Paris, February 2.—The American Embassy has telegraphed to the State Department at Washington, asking for instructions regarding the 2,500 Americans in Paris who may desire to return home. The only route open is via Spain, which is long and expensive, while the Spanish steamers have not sufficient accommodation.

Boat Intentionally Scuttled?

Washington, February 2.—It is believed that the scuttling of the Hansa Line s.s. Liebenfels was due to the German Admiralty ordering the destruction of interned German merchantmen if war appeared imminent.

Breach Matter of Hours

New York, February 2.—The newspapers this morning almost unanimously declare that a break with Germany is only a matter of hours. This is based on unofficial

conjectures and gleanings from Washington.

The Mark has fallen in New York to 66¾, the lowest quotation on record.

'Last Desperate Bluff

Yesterday evening's newspapers, generally, consider it possible that the German Note is a last desperate bluff and that Germany will not break out on finding that the American temper cannot be tried too far, but they are unanimous in declaring that the Note demands instant and alert attention and that the whole nation will support President Wilson, even in the event of war.

Colonel Roosevelt has issued a statement in which he demands that President Wilson shall act instantly to prevent the murder of non-combatants and urges the seizure of German interned ships on the first atrocity.

New Hospital Headed By Dr. S. E. Chiu is Opened

A new hospital called "The Eden Dispensary" founded by Dr. Samuel E. Chiu, A.M., M.D., has been launched in Shanghai with Dr. Chiu as its Director. It is supported by a number of prominent Chinese including Mr. T. H. Li, Mr. S. K. Tsao, and Mr. Shen Tun-ho, President of the Chinese Red Cross Society. While a modest beginning has been made, it is hoped soon to erect a large building.

Dr. Chiu is well equipped for the directorship; he has a modern Western medical education. Besides, he is not working alone, but is assisted by his wife who went with him to America in 1913 and finished her nursing course at the Lakeside Hospital, Chicago and passed as Registered Nurse in the State of Ohio. She is Nursing Superintendent of the hospital. The hospital for the time being has offices in the Bubbling Well Road, just opposite the Race Course.

It is the intention of Dr. Chiu to establish a modern hospital with a school for nurses. This hospital, as mentioned above, is to be supported and controlled by Chinese philanthropists but the staff of officers will be specialists of all nationalities. The plans have been drawn and actual construction will be begun soon.

At present the hospital is running a dispensary for all diseases, but it is specially equipped in eye, ear, nose, throat and skin diseases.

Amusements

Apollo Theater

Lovers of Hawaiian music—and their name is legion in Shanghai—are enjoying an excellent entertainment at the Apollo Theater this week-end when the Tropical Hawaiian Glee Club is being heard in the haunting melodies of Honolulu. Tonight's program by the Club is a notable one, including such favorites as "Aloha, Hawaii," "Mana Healoha," and "Goodbye, Shanghai Town." "The High Hand," a Jacques Futrelle romance in six parts, is the chief picture screened while "His Initiation" is a comedy. The Gazettes show many interesting pictures of recent events.

There should be a big house tomorrow at the Apollo when "The New Adventures of J. Rufus Wallingford," a popular fiction character throughout the English speaking world, is to be screened for the first time locally. Altogether there will be fourteen episodes and tomorrow there will be shown "The Bungalow Bungle" and "Three Rings and a Goat."

Victoria Theater

The Victoria is attracting large crowds with what is billed as Charlie Chaplin's greatest hit, a screaming burlesque on that famous opera "Carmen." The greatest comedian of the movies has to be seen to be believed in the triumph and the Victoria management is to be congratulated on having secured this film.

Towa Cinema

"The Adventures of Dominica" is the leading picture at the Towa Cinema Theater. It is a film with a thief heroine in a series of startling adventures and tonight the first two episodes will be shown. Comedy will be supplied by a Keystone and a Ham and Bud film.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Omi Maru Feb. 6
Per N.Y.K. s.s. Kumano M. Feb. 8
Per C.M. s.s. China..... Feb. 9
Per N.Y.K. s.s. Santo M. Feb. 10
Per N.Y.K. s.s. Awa Maru Feb. 12
Per R.M.S. Monteagle.... Feb. 13
For U.S., Canada, and Europe:—
Per C.M. s.s. China..... Feb. 9
Per N.Y.K. s.s. Awa M. Feb. 12
Per R.M.S. Monteagle.... Feb. 13
Per T.K.K. s.s. Korea M. Feb. 16
Per R.M.S. Emp. of Asia Feb. 18
Per N.Y.K. s.s. Y'hama M Feb. 18
Per T.K.K. s.s. S beria M. Mar. 1
Per P.M. s.s. Venezuela.. Mar. 4
For Europe:—
Per N.Y.K. s.s. Atsuta M. Feb. 11
Per M.M. s.s. Cordillere Feb. 23
Per N.Y.K. s.s. Hitachi M. Feb. 25

Constitution Conference Is Broken Up in Disorder

Members Object to Giving More Time to Debate; State Religion Motion Adds to Co fusion

Reuter's Pacific Service to The China Press

Peking, February 3.—Yesterday's meeting of the constitution conference was preceded by a sitting of both Houses as a committee, in order to discuss Article 7, relating to freedom of correspondence, which was not settled at the previous meeting. Several amendments to this clause were rejected and finally the original text was passed.

The examination of drafts was then completed and the second reading was proceeded with.

A motion introduced by a member to hold meetings four times a week and to prolong the sittings till 7 p.m. aroused considerable opposition, which culminated in great disorder, the members cat-calling, stamping their feet, banging their desks and quarrelling. The Chairman made several attempts to restore order, without success.

The majority of the members appeared to be of the opinion that the motion was outside the scope of the conference and, therefore, out of order. Finally, the chairman saved the situation by asking whether questions not immediately connected with the text of the constitution should be discussed, which was decided in the negative, by a huge majority and the motion was therefore rejected.

Articles 8, 9, and 10, relating to freedom in selecting residences, employment, the holding of meetings, the organising of societies, freedom of speech, authorship and publication were passed without discussion.

Then came the question of State Religion, which also caused great confusion. A member introduced an amendment "that the Republic of China shall have the religion of Confuclus as the State Religion" and proceeded to deliver a lengthy speech, which sorely tried the patience of the conference. When called on to be brief, the speaker merely folded his arms and waited till the noise subsided. 5 p.m. arrived before any decision had been reached and the meeting adjourned.

The Ministry of Communications has introduced new regulations, in order to reduce the number of free-passes on the various railways, but these regulations are opposed by General Chang Hsun and General Nieh Shih-chung, who contend that they cause great inconvenience to themselves and their troops and insist that passes bearing their signatures shall be still valid. The provision allowing different classes of passes for various ranks of railway officers has also caused dis-satisfaction, the latter contending that all officers are entitled to travel by the same class.

Chengtu, February 3.—The magistrate at Taihsien has arrested a number of farmers guilty of growing opium, including one who was raising poppies in flower-pots. All of them have been punished and several have had their farms confiscated, as a warning to others.

Wang Chi-hsiang, the Inspecting Commissioner, left yesterday evening, for Suifu, it is supposed to inspect the troops there.

Civil Governor Welcomes Joint Medical Conference

Dr. Wu Lien-teh in Presidential Add ess Condemns Japanese Methods of Practice

Special Correspondence of The China Press

Canton, January 25.—The Joint Conference of the National Medical Association of China and the China Medical Missionary Association, which was to have begun last Saturday, formally opened at Canton Wednesday night, January 24, at the grand auditorium of the Young Men's Christian Association, some eighty members of missionary medical body, nearly sixty local Chinese modern physicians, men and women, together with the entire foreign missionary community and leading western educated Chinese, making some 600 persons attending. Before the formal opening, a reception was held when refreshments were served by the young men and young women students of the leading medical colleges in Canton.

Civil Governor Chu Ching-lan of Kwangtung welcomed the delegates to the city with a short speech, hoping the conference here would be a success, his private secretary, Dr. Lam Te-fung, interpreting.

Dr. Holt A. Cheng, chairman of the Canton Branch of the National Medical Association of China, welcomed the delegates on behalf of the Chinese physicians of the city. He remarked that Canton is the first city to which the first foreign medical missionary came some eighty years ago, that Canton has the largest number of medical schools, modern hospitals, and physicians in the country, and that it now has the privilege to first entertain a national conference. Moreover, Canton was first to receive those foreign medical missionaries who have made sacrifice to come to China and the first body of Chinese students to give up their homes to study medicine in foreign lands went from Canton.

Dr. Paul J. Todd, chairman of the South China Branch of the China Medical Missionary Association, speaking on behalf of the organisation he represents, noted that January 24 should be a red-letter day for Canton. While Canton is known to many so the hot-bed of revolutions, he said, it is also a province from which the flowers of the land have sprung. In Canton, he also reminded the delegates, the greatest schools and universities of the west are represented, and there is material here for the development of the best and the largest medical school in the country.

Dr. Cheng, Dr. Todd, Dr. J. A. Rofmann, and Dr. John Kirk are working hard to provide for the interests of the delegate while they are here, the foreign colony opening their homes to entertain the conference delegates.

The morning session of the conference began Thursday morning January 25, Dr. Wu Lien-teh of the National Association, presiding. His annual presidential address was exceedingly interesting. After expressing the gratitude of the conference in being so well treated by the local foreign and Chinese physicians and the Civil Governor, he devoted his time to "Some Problems Before the Medical Profession of China." He condemned the Japanese medical influence in China, urged a general and uniform standard of medical schools and the necessity of having a Central Medical Council, spoke hopefully of the bright future of female medical practioners, and said that there is a great need for trained nurses.

Dr. W. H. Venable, president of the China Medical Missionary Association, followed Dr. Wu with his own annual address. Then the report of the research committee on Chinese Physiology was made, Dr. C. D. Whyte presented the result in height, weight, and chest measurements investigated; Dr. E. R. Hume and Dr. Tyau, reported on the circulation; and Dr. M. E. Garner, the pelvic measurements. After the research committee had presented its report, the two associations, separated for business session.

In the Chinese session, the matter of procuring certain drugs and instruments now denied to Chinese dispensaries but permitted to be imported by foreign firms was discussed. In the discussion all seemed to be in favor of registering the Chinese modern druggists so that only the qualified will be allowed to import the more dangerous drugs and chemicals and other instruments.

MILITARY COMMITTEE

Ostasiatische Lloyd

Peking, February 3.—The Cabinet intends to form a special military committee, the members of which belong to the Ministry of War, the General Staff and the Ministry of the Navy. The Committee will centralise military and naval affairs, under the direct control of Premier Tuan Chi-jui.

LADIES' RED BOOK

That indispensable book for all Shanghai Ladies, The Ladies' Directory, or Red Book for 1917, is once more to hand from the office of the publishers, North China Daily News and Herald, Ltd. It is in its usual attractive binding and is well printed on excellent paper, the whole production being on the high standard which has always marked it.

A reservation is made for visiting notes and memoranda at the end of the book which will be welcomed by those society ladies who desire to keep track of their engagements.

There is no better Investment than LAND.

YOUR CAPITAL IS SAFE

and the value of your investment must increase.

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39 Nanking Road.

A SCENE FROM "THE NEW ADVENTURES OF J. RUFUS WALLINGFORD," EPISODE NO. 1 (PATHE)

APOLLO THEATRE

Programme for February 5th, 6th, 7th & 8th

TOMORROW NIGHT

A SCENE FROM "THE NEW ADVENTURES OF J. RUFUS WALLINGFORD," EPISODE NO. 2 (PATHE)

"THE NEW ADVENTURES OF J. RUFUS WALLINGFORD"

A series of motion pictures dealing with the amusing experiences of the most fascinating character of modern fiction.

In 14 Episodes of 2 Reels Each. Every episode complete in itself. Featuring

BURR McINTOSH—LOLITA ROBERTSON—MAX FIGMAN

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Something entirely new in fashion pictures.

Pathe's British, French and American Gazettes
depicting latest e ents of interest

"Oh! You City Girl"
"Prince Charley"
} Amusing Comedies

Commencing on **Friday, February 9th**

"TWO LITTLE VAGABONDS"

The film version of the immortal melodrama by the famous French Author, Pierre Decourcelle; adapted by Geo. R. Sims and Arthur Shirley.

In Two Episodes of Four Parts each. The First Four Parts will be shown on **Friday Next**

"Two Little Vagabonds," as a play, has held the public for many years. It is full of action, and its pathetic side is relieved by touches of humour applied by the hand of an artist. A great film of a most exciting nature.

CAST

Mlle. Madeleine Fromet	*Fanfan*
Mlle. Maria Fromet	*Claudinet.*
Mme. Vera Sergine	*Helene de Kerlor.*
M. Louis Gauthier	*Georges de Kerlor.*
Mme. Maud Gauthier	*Mme. de St. Hyrieix.*
M. Mondos	*M. de St. Hyrieix.*
Mme. Dax	*Zepherine.*
M. Milo	*La Limace.*
M. Georgaire	*Mulot.*
M. Ronoir	*Capitaine d'Alboize.*

Mlle. Fromet, the wonderful little French actress, who takes the part of Claudinet, is one of the youngest cinema stars in the world, being only 11 years old. She is a little genius who throws herself into all kinds of roles with a remarkable intensity and truth of presentment.

The Two Little Vagabonds
1st Episode

Georges and Helene Kerlor are happily married, and when a son (Jean) is born to them, it helps to complete happiness.

Carmen de St. Hyrieix, sister to George de Kerlor, has made an unfortunate marriage, and thinking her husband dead, has fallen in love with, and married a man named Captain d'Alboize, by whom she has a son.

Carmen's husband returns unexpectedly, and his suspicions are aroused. Helene to shield her sister, goes to Captain d'Alboize and asks him to give up Carmen, and give her letters. Brisquet, the Captain's orderly, is sent for the letters, which are kept at the Captain's house, but upon his return he falls from his horse, and is taken to the hospital, where a rascal, nicknamed "The Slug," steals the pocket-book containing the papers.

Helene returns and brings Carmen only one of the letters, which is passionately full of love, but it does not bear any signature, and when it falls into the hands of George de Kerlor, he believes his wife to be untrue, and that Jean is not his son.

Tragic scenes follow, and Helene not wishing to betray her sister, is proved guilty by her silence. Kerlor, mad with grief, takes the sleeping child Jean, and places him in the hand of a notorious crook (who proves to be no other than "The Slug") to learn his profession.

Helene suffers the vengeance of her husband for another's fault.

TROPICAL HAWAIIAN GLEE CLUB

Will perform at the Matinee this Afternoon

The Two Little Vagabonds
2nd Episode

French Using American Surgeon's Method Of Curing Septic Hurts

New York, Jan. 4.—Great as have been the surgical achievements in the course of the present war, there has been as yet no single discovery that has rivaled Dr. Alexis Carrel's methods of the treatment of septic wounds as the most notable addition to surgical science, according to a senior surgeon of the American Ambulance Hospital at Neilly, near Paris, who has just returned to this country. "The French hospitals are slowly adopting the Carrel method," he said, "and in the American Ambulance Hospital we have been using it for several months with gratifying results which seem to show that Doctor Carrel has proved his thesis.

"The reduction of septic wound treatment to an almost mathematical basis is a feature of the Carrel method that suggests the fanciful thought of the possibility that the day may come when a surgeon's work will in some respects be like that of a train despatcher. Having brought to him from day to day the microscopic count of the germs in a given wound, the surgeon may perhaps figure with preciseness the day on which the wound will be in shape to close completely. The two-hourly irrigation of the wound by the Dakin or other solution, is a highly important feature of the Carrel method, but the most interesting factor is the daily microscopic count of the germs. These germs are taken from given areas of the wound, placed under a microscope and counted, and from this count the progress of the healing is gauged. There are perhaps less germs today than yesterday, so many less tomorrow; and so the rate of the diminishing suppuration is established. The surgeon, almost without looking at the wound, can determine, when the count gets down to a given number, that it is safe to close it.

"The American Ambulance Hospital is the best single thing which America can do for France," he said. "The hospital has been at all time since its establishment two years ago one of the best hospitals in the world; it enjoys the confidence of the French Sanitary Service to such a degree that it ordinarily receives only the most difficult cases. The most severe shell wounds are constantly encountered. There are scores of young American surgeons who, from time to time serving at the hospital, have become familiar with these phases of surgery. They may rarely have occasion to use this knowledge in their ordinary civilian practise at home, but should the United States be at war within the next generation it will find that many of its surgeons in civilian practise are acquainted with every sort of wound now known in warfare. At the hospital, further, there has been constant co-operation between the surgeons and dentists. An ordinary operation is that of grafting bone cut from the tibia or shin-bone into the lower jaw. I have seen young soldiers so frightfully wounded in the face that had they been my sons I should have almost preferred they should have died, but it is not for the surgeons to let the spark of life be extinguished through neglect of surgical science.

"The appreciation, gratitude and entire simplicity of the wounded French soldier is something that 'gets one' absolutely. I have never seen the slightest resemblance to anything that could be called bravado in his makeup. The American surgeons feel that they cannot be kind enough to the soldiers.

"All through France the efficiency of the American Ambulance Hospital has become known, and distinguished surgical men are daily visitors. They come not only from the French hospitals, but from all of the allied and neutral countries, examining with particular interest the many forms of special apparatus which the Americans have developed for the management of fractured extremities. These devices have been originated and improved upon largely by the younger members of our surgical staff. When a young surgeon comes to us from America for service at the hospital he is assigned to a ward with a request that he improve the apparatus—and it is rarely that he fails to do so. It has been wonderful for the older men to see how readily and successfully the younger men have taken up this work."

Madame Miura Lauds Women of America

MME. TAMAKI MIURA.

"American women are showing the women of Japan what personal freedom may mean to a woman. We are watching you. You are showing us how to make careers for ourselves—just the way American women do." The first Japanese woman to dare to make a career for herself expresses herself to this effect in a message to the American women made public in an interview in New York. She is Madame Tamaki Miura, formerly a member of the Imperial Opera House in Tokio. She recently was a guest of honor at a banquet given by the Japan Society in the metropolis. She says that American women have served to brush away much of the ancient custom which held the Japanese women bound to lives of domesticity.

U. S. BUSINESS PARTY STARTS FOR FAR EAST

David S. Rose Heading Group, Including Six Women, Which Sails On Empress

Tokio, Jan. 28.—A party of American business tourists, headed by Mr. David S. Rose, former Mayor of Milwaukee and one of the promoters of the American-Chinese Products Company, sailed from Vancouver on the Empress of Russia yesterday, according to despatches received by the Asahi and the Nichi-Nichi. The party includes six women.

It is said that one of the objects of the tour is to return the visit made by a group of big Chinese business men to the United States in 1915. The party will spend nine weeks in the Orient.

NEW JAPAN-CHINA BANK IS READY FOR BUSINESS

Will Open Main Office At Changsha This Month—Officers Are Named

Tokio, January 28.—The Japan-China Bank, which was recently incorporated with an authorised capital of 1,000,000 yen, one-fourth of which has been paid up, will be opened for business in February at the city of Changsha, in Hunan Province, where the bank will have its head office. The Japan-China Industrial Company and the Bank of Formosa are most interested in the new concern. Mr. Tetsukichi Kurachi, president, and Mr. Keigi Ozaki, a director of the Japan-China Industrial Company, will be two of the Japanese directors, and Mr. Toyotaro Onoda, and Mr. Sholch Uyeda, of the Bank of Formosa, will be the managing director and the manager, respectively, of the new bank. Three more directors will be nominated from among the Chinese shareholders. For the time being the bank will confine its business to extending credit only in the local districts.

CHINESE GO TO JAPAN FOR ECONOMIC SCHEME

Lou Tsun-yu, Former Minister To Japan, Will Reach Tokio February 10

Tokio, January 28.—Mr. Lou Tsun-yu, former Chinese Minister in Tokio, is coming back to Japan shortly, it was learned here yesterday. A press despatch to the effect that he will come as a special emissary of the Chinese Republic was discredited in official quarters, since the proposition of sending an emissary to Japan has been dropped for the time being owing to the political troubles rising from this plan in China.

Mr. Lou is expected to interest himself in the movement in Japan and China for economic co-operation beween the Chinese and the Japanese. At present, he is interested in various financial and commercial enterprises in Tientsin and is identified with the branch there of the Bank of Communications. He is expected in Tokio about February 10, but before he arrives in Tokio he will stop for several days in Osaka or Kobe to get into touch with the business men of those cities. With Tokio as his headquarters, he will travel all over Japan, even as far as Korea.

Beside working for economic co-operation between Japan and China, Mr. Lou will also investigate the political situation in Japan and report his findings to the Chinese Government in an un-official or semi-official capacity.

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the little just-like-nature laxatives, stimulate digestion, purify the breath. Of all chemists and, post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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JAPANESE AVIATOR FALLS IN AMERICA

Oguri Alights in Bay When Trying To Fly Toward Sandy Hook

(From the New York World of Dec. 30)

As he was flying from Staten Island toward Sandy Hook, where Fort Hancock stands, Tsunetaro K. Oguri, a Japanese, fell in a Curtiss biplane into the lower bay yesterday afternoon. He landed in the water between Romer Shoal light and the tip of the Hook and was picked up by the tug Sarah K. Moran, which was towing mud scows out to sea.

The tug transferred him to the steamer Taurus, inward bound from a fishing trip, and the Taurus landed him at Pier 1, North River, where he was still so excited he could not tell just what happened on his flight except that he was unable to work the rudder of the machine. Why he was taking such a risk as flying out toward Sandy Hook in a northwest wind he did not explain, except to say he was testing the craft's pontoons. He dropped into the bay at 2 o'clock and was in the water an hour before he was rescued.

Bought From Aviator's Widow

The biplane, which has mahogany pontoons, was owned by George D Grundy, proprietor of the skating rink at Grand Central Palace, who also has an aviation school at Midland Beach, S. I. Grundy bought the machine, valued at $6,000 from Mrs. William S. Luckey, widow of the aviator who was killed a year ago by a fall in it at Sturgeon Falls, Ont., paying $1,750 for what was then left of it.

"Oguri came to me and told me he was a first class Japanese army aviator," Grundy said last night, "and that he wanted some practice. He had a letter from the Japanese Consulate and I let him have the machine for two weeks. He paid me $50 rent for it, and agreed to pay for the oil he used. He said he intended flying along the Staten Island beach. But as soon as he rose in the air he headed for Sandy Hook. Why he did that gets me. I think he must have decided to fly back to Japan."

Oguri was more concerned about the machine than about himself. On the way back up the bay on the Taurus as he was dried out he kept bemoaning the fact that the tug had refused to rescue the biplane along with him. The machine had hit the water three times before it took its final dive, and those on the tug figured there wasn't much left of it. But when Oguri landed he went to the Harbor Police Station at the Battery and the police boat Patrol took him down the bay to hunt for the craft. Nothing was seen of it and the Patrol landed Oguri on Staten Island, whence he went to No. 125 Post Avenue, Manhattan, where his sister and brother-in-law live.

Son of Millionaire Banker

Another brother-in-law of Oguri is an auctioneer of Japanese goods at No. 164 West One Hundred and Twenty-fifth Street. He said last night Oguri is thirty-one years old, a graduate of a military school in Pennsylvania, and also a graduate of the University of Pennsylvania, and son of Motosuke Oguri, a millionaire banker of Tokio.

"Oguri came to this country seven years, ago," he said, "and went to the military school and college. Then he returned to Japan and for a short time raced automobiles in that country. Last February he went to Los Angeles and took up aviation there. Then he heard that his sister, Mrs. Naratka Yanagi, an artist and the wife of Yasue Yanagi, who was formerly Public Prosecutor in Tokio, had arrived here by way of Seattle, and he decided to come here and live with them."

Neither Yanagi nor his wife speaks English, but neighbors said they never had heard of Oguri being an aviator.

British Government To Purchase Liquor Trade

Action Said By Daily Express To Be Imminent; Drastic Restrictions

London, December 29.—The purchase of the drink trade in Great Britain by the state is said to be imminent, says the Daily Express today.

"The matter has been closely considered by the Liquor Control Board during the last fortnight," continues the newspaper. "Several members of the board have long advocated the purchase and the change of Government has brought a renewal of their arguments."

The Express quotes Sir Thomas Whittaker, member of Parliament, as saying that Mr. David Lloyd George, the Prime Minister, is known to favor the step, while several of the Unionis members are understood to agree with him. Sir Thomas believes a bill calling for the purchase would pass the House of Commons without difficulty.

Sir Thomas Whittaker was chairman of the committee which advocated the purchase in 1915 when the cost of the plan was estimated at between £250,000,000 and £300,000,000. Since then, however, the Government has interfered drastically with the production of spirits.

The Daily Express asserts that further great restrictions in the manufacture and sale of alcoholics are certain in the immediate future, whether or not the purchase plan is put into effect.

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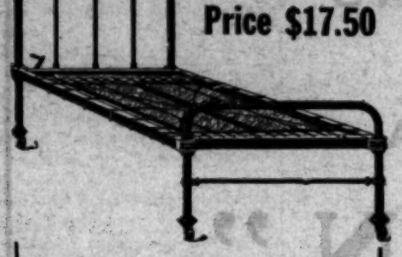
The Famous "DIAGNA" 3 Part Bedstead

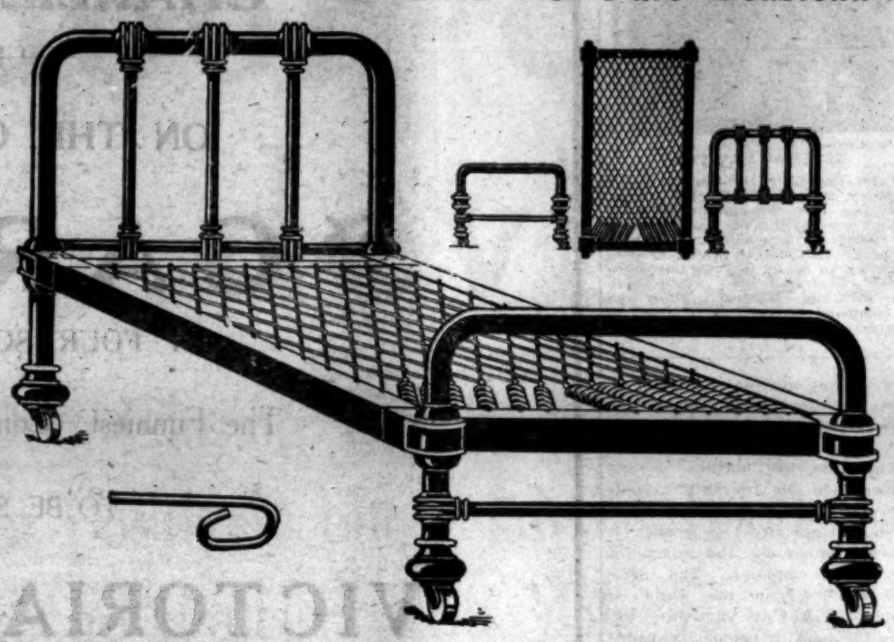


Price $17.50

The New "STAR" Bedstead

Black Enamelled Iron Bedstead, fitted with the new patent "STAR" support mattress. This bedstead has became one of our best selling lines. Sizes 6½ by 3 feet.
Price **$17.50**

We are Sole Agents for this Bedstead in the Far East



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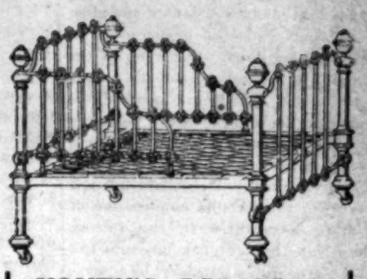
Strong Enamelled Iron Frame, fitted with the famous "Diagna" Non Sagging Spring Mattress. The strongest, most comfortable and cheapest Bed in the East. The Ideal Bed for Schools, Hospitals, Institutions, etc.
Size 6½ ins. x 3 ft. Price **$15.00** each



YOUTH'S BEDSTEAD

As illustration, fitted non-sagging diamond mesh mattress.
Size 2 feet 6 inches
In Black . . . . Price **$25 00**
In White. . . . ,, **28.50**

Black and Brass Four Post Bedstead

Complete with strong and comfortable wire spring mattress.
Sizes 6½ by 3½ feet **$60.00**
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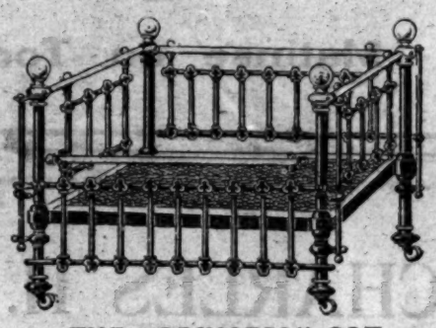

THE "PRINCESS" COT

Strong Black enamelled frame with Brass top rails and drop sides. Fitted diamond mesh spring mattress.
Sizes 4½ by 2½ feet.
Price **$37.50** each

The "Warwick" Bedstead

Handsome White enamelled bedstead, artistic design and splendidly made. Double bed size, 6½ by 5 feet.
Price **$57.50** each

White Enamelled Four Post Cot

Strong frame with brass top rails and drop sides. Comfortable and durable wire spring mattrees. Size 4½ x 2½ ft.
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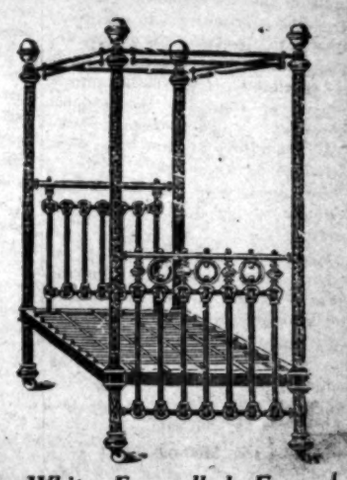
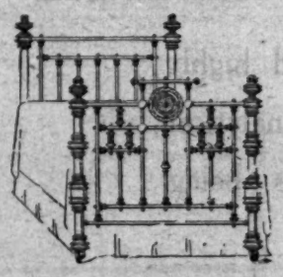


White Enamelled Four Post Bedstead

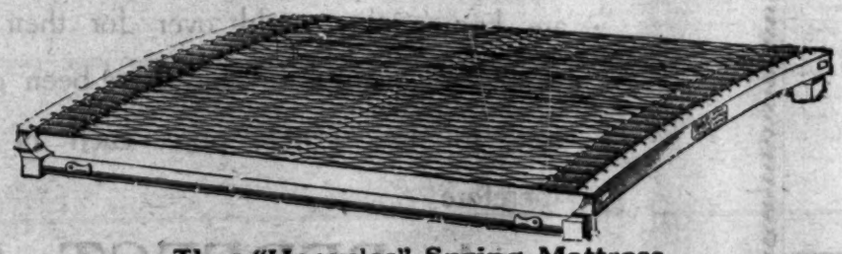
With Brass top rails and ornamentals. Similar to illustration. Inch posts. Bed with laths. Size 6½ by 3½ feet.
Price **$35.00**

Black and Brass Bedstead



The "Mandarin" Bedstead

Black enamelled frame with 2-inch posts, brass and mother-of-pearl ornamentation. A really handsome bedstead. Double bed size, 6¼ by 5 ft.
Price **$85.00**



The "Hercules" Spring Mattress

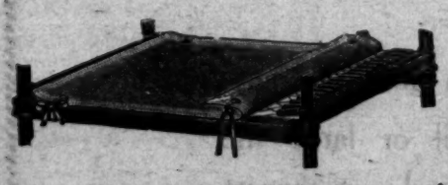
Absolutely the strongest mattress made. Composed of all iron, it is made to arch, and the 5-feet sizes have a division down the centre, so that two persons can be comfortable on it, and one can move without disturbing the other. The manufacturers guarantee it to last a lifetime.
Sizes 6½ by 3½ feet **Price $33.50 each**
Sizes 6½ by 5 feet **Price $37.50 each**

Folding Dormitory Bed

Black enamelled frame and strong diamond mesh spring. Legs fold underneath bed. Size 6 ft 3 in. by 2 ft. 6 ins.
Price **$13.50**

The "Hushabye" Swing Cot

Lace cord sides, steel frame and spring bottom. White enamelled, cast stands, perfectly rigid. Folds up flat.
Price **$21.00** each



Felt Mattress Pads

To be used between the wire mattress and bedding. Eyeletted and taped for laying on bedstead.

Sizes 6½	by 3	feet	Price	$2.75 each
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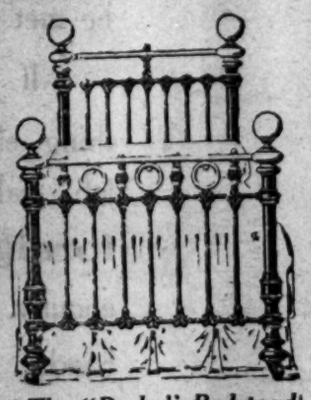
Pure Hygienic Bedding made on our own premises under strict foreign supervision



The "Derby" Bedstead

An exceedingly useful well-made bed, Black enamelled frame with brass top rails and ornamentation, 1¼-inch posts, fitted with laths. Double bed size, 6½ x 5 ft.
Price **$48 50** each

Every description of Bedding remade at Moderate Charges

Our Famous "Gold" Medal Camp Cot

Thousands in use. Exceedingly strong frame, covered with extra quality double Drab Canvas, and fitted with strong carrying straps.
Price **$9.50** each

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SHANGHAI'S UP-TO-DATE STORE

PSYCHOLOGY OF PACIFICIST AND OBJECTOR IS ANALYZED

H. G. Wells Sketches Types of Minds Produced By The War---The Discontented Employe

By H. G. Wells in the Daily Chronicle

Among the minor topics that people are talking about behind the Western fronts is the psychology of the Yielding Pacifist and the Conscientious Objector. Of course we are all pacifists nowadays: I know of no one who does not want not only to end this war, but to put an end to war altogether, except those blood-red terrors, Count Reventlow, Mr. Leo Maxse—how he does it on a vegetarian dietary I cannot imagine!—and our wild-eyed desperadoes of the Morning Post. But most of the people I meet and most of the people I met on my journey are pacifists like myself, who want to make peace by beating the armed man until he gives in and admits the error of his ways, disarming him and reorganising the world for the forcible suppression of military adventures in the future. They want belligerency put into the same category as burglary, as a matter for forcible suppression. The Yielding Pacifist, who will accept any sort of peace and the Conscientious Objector, who will not fight at all, are not of that opinion.

Both Italy and France produce parallel types to those latter, but it would seem that in each case England displays the finer developments. The Latin mind is director than the English, and its standards—shall I say—more primitive; it gets more directly to the fact that here are men who will not fight. And it is less charitable. I was asked quite a number of time for the English equivalent of an *embusque*. "We don't generalise," I said, "we treat each case on its merits!"

One interlocutor near Udine was exercised by our Italian Red Cross work.

"Here," he said, "are sixty or seventy young Englishmen, all fit for military service. . . . Of course, they go under fire, but it is not like being junior officers in the trenches. Not one of them has been killed or wounded."

He reflected. "One, I think, has been decorated," he said. . . .

Our Legislative Methods

My French and Italian are only for very rough common jobs; when it came to explaining the Conscientious Objector sympathetically they broke down badly. I had to construct long parenthetical explanations of our antiquated legislative methods to show how it was that the "conscientious objector" had been so badly defined. The foreigner does not understand the importance of vague definition in British life. Practically, of course, we offered to exempt anyone who conscientiously objected to fight or serve. Then the Pacifist and Pro-German people started a campaign to enrol objectors. Of course, every shirker, every coward and slacker in the country decided at once to be a conscientious objector. Anyone but a British legislator could have foreseen that. Then we started tribunals to wrangle with the objectors about their bona fides. Then the Pacifists and the Pro-Germans issued little leaflets and started correspondence courses to teach people exactly how to lie to the Tribunals. Trouble about the freeom to pamphleteer followed. I had to admit—it has been rather a sloppy business. "The people who made the law knew their own minds, but we English are not an expressive people."

These are not easy things to say in elementary French or Italian.

"But why do people support the sham conscientious objector and issue leaflets to help him—when there is so much big work clamoring to be done?"

"That," I said, "is the Whig tradition."

When they pressed me further, I said: "I am really the questioner. I am visiting your country, and you have to tell me things. It is not right that I should do all the telling. Tell me all about Romain Roland."

The Three Types

And also I pressed them about the official Socialists in Italy and the Socialist minority in France until I got the question out of the net of national comparison and upon a broader footing. In several conversations we began to work out in general terms the psychology of those people who were against the war. But usually we could not get to that; my interlocutors would insist upon telling me just what they would like to do or just what they like to see done to stop the war pacifists and conscientious objectors; pleasant rather than fruitful imaginative exercises from which I could effect no more than platitudious uplifts.

But the general drift of such talks as did seem to penetrate the question was this, that among these stop-the-war people there are really three types. First there is a type of person who hates violence and the infliction of pain under any circumstances, and who has a mystical belief in the rightness (and usually in the efficacy) of non-resistance. These are generally Christians, and then their cardinal text is the instruction to "turn the other cheek." Often they are Auarkers. If they are consistent they are vegetarians and wear Ledelos boots. They do not desire police protection for their goods. They stand aloof from all the force and conflict of life. They have always done so. This is an understandable and respectable type. It has numerous Hindu equivales. It is a type that finds little difficulty about exemptions—provided the individual has not been too recently converted to his present habits. But it is not the prevalent type in stop-the-war circles. Such genuine ascetics do not number more than a thousand or so, in all three of our Western Allied countries. The mass of the stop-the-war people is made up of quite other elements.

In the complex structure of the modern community there are two groups or strata or pockets in which the impulse of social obligation, the gregarious sense of a common welfare, is at its lowest; one of these is the class of the Resentful Employee, the class of people, who, without explanation, adequate preparation or opportunity, have been showed at an early age into uncongenial work and never given a chance to escape, and the other is the class of people with small fixed incomes, or with small salaries earned by routine work, or half independent people practising some minor artistic or literary craft who have led uneventful, irresponsible lives from their youth up, and never come at any point into relations of services to the State. This latter class was more difficult to define than the former, because it is more various within itself. My French friends wanted to talk of the "Psychology of the Rentier." I was for such untranslatable phrases as the "Genteel Whig," or the "Donnish Liberal." But I lit up an Italian—he is a Milanese manufacturer—with "these Florentine English who would keep Italy in a glass case." "I know," he said. Before I go on to expand this congenial theme, let me deal first with the Resentful Employee, who is a much more considerable, and to me a much more sympathetic figure, in a European affair. I began life myself as a Resentful Employee. By the extremest good luck I have got my mind and spirit out of the distortions of that cramping beginning, but I can still recall even the anger of those old days.

Mutual Obligation

He becomes as employes between thirteen and fifteen; he is made to do work he does not like for no other purpose that he can see except the profit and glory of a fortunate person called his employer, behind whom stand Church and State blessing and upholding the relationship. He is not allowed to feel that he has any share whatever in the employer's business, or that any end is served but the employer's profit. He cannot see that the employer acknowledges any duty to the State. Neither Church nor State seem to insist that the employer has any public function. At no point does the employee come into a clear relationship of mutual obligation with the State. There does not seem to be any way out for the employee from a life spent in this subordinate, toilsome relationship. He feels put upon and cheated out of life. He is without honor. If he is a person of ability of stubborn temper he struggles out of his position; if he is a kindly and generous person he blames his "luck" and does his work" and lives his life as cheerfully as possible—and so live the bulk of our amazing European workers; is he a being of great magnanimity he is content to serve for the ultimate good of the race; if he has imagination he says. "Things will not always be like this," and tries a Socialist or a guild Socialist, and tries to educate the employer to a sense of reciprocal duty; but if he is too human for any of these things, then he begins to desire and hate the employer and the system that made him. He wants to hurt them. Upon that hate it is easy to trade.

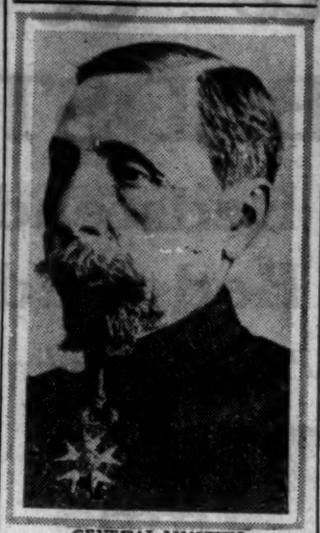
The Making of a 'Rebel'

A certain section of what is called the Socialist Press and the Socialist literature in Europe is no doubt great-minded; it seeks to carve a better world out of the present. But much of it is Socialist only in name. Its spirit is Anarchistic. Its real burthen is not construction but grievance; it tells the bitter tale of the employee, it feeds and organises his malice, it schemes annoyance and injury for the hated employer. The State and the order of the world is confounded with the capitalist. Before the war the popular so-called Socialist Press reeked with the cant of rebellion, the cant of any sort of rebellion. "I'm a rebel," was the silly boast of the young disciple. "Spoil something, set fire to something," was held to be the proper text for any girl or lad of spirit. And this blind discontent carried on into the war. While on the one hand a great rush of men poured into the Army, saying "Thank God! we can serve our country at last instead of some beastly profiteer," a sourer remnant, blind to the greater issues of the war clung to the reasonless proposition, "the State is only for the Capitalist. This war is got up by Capitalist. Whatever has to be done—we are rebels."

Such a typical paper as the British Labor Leader, for example, may be read in vain, number after number, for any sound and sincere constructive proposal. It is a prolonged scream of extreme individualism, a monotonous repetition of incoherent discontent with authority, with direction, with union, with the European effort. It wants to do nothing. It just wants effort to stop—even at the price of German victory. If the whole fabric of society in Western Europe were to be handed over to those pseudo-Socialists tomorrow, to be administered for the common good, they would fly the task in terror. They would make excuses and refuse the undertaking. They do not want the world to go right. The very idea of the world going right does not exist in their minds. They are embodied discontent and hatred, making trouble, and that is all they are. They want to be "rebels"—to be admired as "rebels."

That is the true psychology of the Resentful Employee. He is a desocialised man. His sense of the State has been destroyed.

French War Minister Travels in Submarine



GENERAL LYAUTEY.

Paris, December 21.—General Louis Lyautey, the new French Minister of War, is here to assume his post, having crossed the sea from Tangier to Gibraltar in a submarine. Owing to heavy snowstorms, which delayed his train in Spain, he was unable to accept King Alfonso's invitation to dine with him. General Lyautey was in command of the French forces in Morocco.

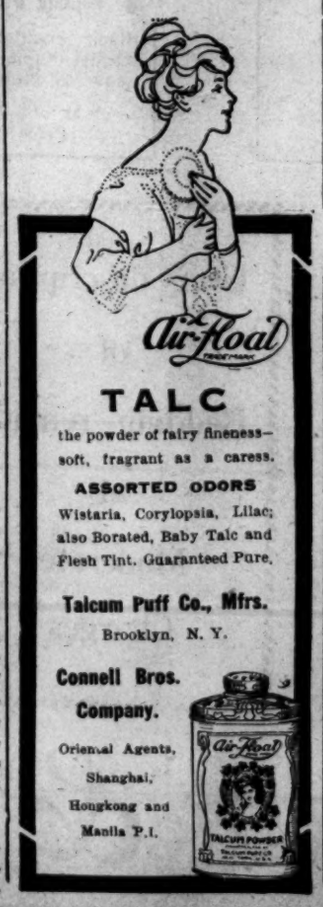
SHELL ORDERS TO CANADA

New Yorkers Surprised to Learn Work Is Being Transferred

New York, Dec. 29.—British munitions orders amounting to hundreds of millions of dollars are being placed with Canadian manufacturers, according to The New York Times this morning, on information said to have been obtained in banking quarters yesterday. It was learned that within the last few days an order for shells larger than the biggest contract placed in this country last year had been lodged with the Montreal Locomotive Company, Ltd. An estimate on this order was between $175,000,000 and $200,000,000.

Steel manufacturers have known for several months that few more orders for completed shells would come to the United States, but it was not a matter of general knowledge that Canada was slated to take up a vast part of the work. News that Canada had developed facilities to handle a shell business which may amount to fully $400,000,000 next year was surprising to many persons of the financial district, who recalled that last year parts of a number of Canadian orders were sublet in this country.

Prominent bankers expressed the opinion that Canada can get all the funds she requires to finance her contracts in the New York market.



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JAPAN MAY HELP REBUILD GRAND CANAL, IS REPORT

Asahi Cable Tells of Scheme To Co-operate With American Corporation

Tokio, Jan. 28.—That Japanese capitalists would like to co-operate with the American International Corporation in the work of rebuilding the Grand Canal in Shantung, China, is the substance of a New York cablegram published by the Asahi this morning. Last year the American corporation closed a contract with the Chinese Government for the reconstruction of this waterway. The Asahi's story from New York follows:

Negotiations are now in progress between Mr. Willard Straight, vice-president of the American International Corporation, and Dr. Jeijiro Ono, vice-president of the Industrial Bank of Japan, now staying here, to make the proposed reconstruction of the Grand Canal a joint enterprise of the American and Japanese capitalists.

This effort is a development of the situation created by the Japanese government's inquiry to the United States Government with regard to the contract which Siems, Carey and Company, which is related to the American International Corporation, entered into with the Chinese government for the repair of the canal. Since Japan's inquiry was made in the manner of a protest against this loan, the authorities of the American International Corporation proposed to the Japanese capitalists to make the work a joint enterprise of the capitalists of the two countries. The plan as proposed by the American financiers is to form a company with a capital of 11,000,000 yen, of which the Americans will supply 6,000,000 yen and the Japanese 5,000,000 yen. Siems, Carey and Company, according to the plan, will take charge of the construction work. One point remains unsettled. Japanese capitalists want to represent the company, and the American capitalists have no objection to this, but China wants the Japanese to be mere investors, and not to represent the concern, which she wants represented by the American capitalists alone.

Deny Story Britain Is Giving Japan Six Super-Dreadnoughts

Japanese Believe Germans Or American Navy Expansionists Started Tale

Tokio, January 27.—The following despatch from the Tokio correspondent of The New York Times was published in the Times on December 31: Supplementing the denial cabled to The New York Times last Friday by Foreign Minister Motono, Vice-Foreign Minister Shidehara, in the absence of Mr. Motono on a New Year's vacation, declared emphatically today that no foundation whatever existed for the story published in the United States that Great Britain had agreed, or was expected to agree, to turn over to Japan at the end of the war six superdeadnoughts as a reward for Japan's assistance to the Entente in the present conflict.

Officials of the Navy Department also denied the rumor. While declining to be quoted, Government officials intimated the belief that the story was founded upon ulterior motives. The Tokio newspaper, Nichi-Nichi, today gave prominence to the rumor in its news columns, and tomorrow will print an editorial, in part, as follows:

"The rumor was started either by German propagandists wishing to damage the friendship of Japan, England, and Russia, or by American navy propagandists. Failing to keep Japan's neutrality at the beginning of the war, Germany did everything she could to alienate the friendship of Japan, England, and Russia. German-inspired newspaper articles have often declared that Japan and Russia were doomed to fight again. Germany has insinuated that Japan was trying to drive Russia out of Northern Manchuria. According to the German version, Russia knows this, and is determined to fight a war of revenge in the near future. Germany also says Japan is not only trying to drive England out of the Far East, but wants to bring on a crisis in India, so that Japan may have the whole Orient for her hegemony.

"This is all untrue. What is true is that Japan, regretting that Russia should lack munitions, in her need has been supplying them, disregarding even her own defense to some extent. The Foreign Office people do not think Russia will misuse Japan's friendly assistance.

"The highest Government authorities say the present Cabinet never approached England in regard to turning any warships over to Japan American navy expansionists might have originated the rumor. Japan is their imaginary foe, and six large warships would mean a great deal to them. They are always co-operating with the shipbuilders to try to create sentiment in favor of a bigger American Navy."

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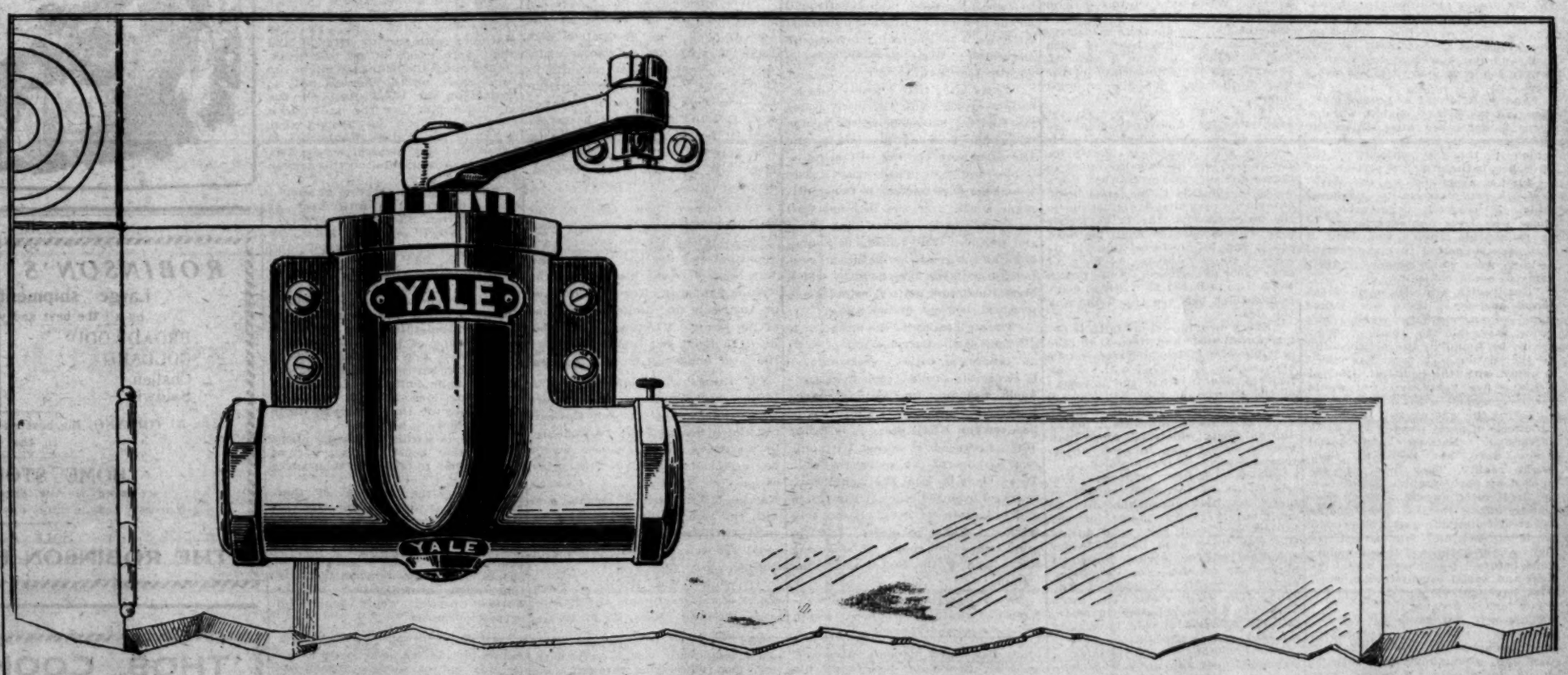

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Effect Of War On Religious Life

From the Crucible of a Tremendous Experience, Church's Message Will Command Homage of World, Says Dr. Jowett

"WHAT is religion?" retorted the Rev. Dr. John Henry Jowett, when he was asked upon his recent return from England what effect the war had had upon the spiritual and religious life of the English people.

"The question—your question, not mine—is, I think, premature," Dr. Jowett continued. "The tendencies are not yet apparent. Many essential things are still hid. The really vital forces may be coming without observation. The metal is yet in the furnace, and I can not see what will be the form of the ultimate mold to which it will flow. All that I can do is to offer tentative judgments, initial and elementary guesses and inferences, as to the national thought and life. But when you ask what influence this war is having on the religion of the people of England, I must ask what is religion and what are we thinking of when we use the term in these days.

"If a people is surrendering its life and treasure to the championship of a noble cause, has that anything to do with religion? Or is the sacrifice altogether outside the sacred pale? If a nation is impelled into war in the defense of a smaller people whose vital rights are being crushed beneath the iron heel of material forces, has that anything to do with religion, or is the championship of the weak altogether outside the frontiers of religion?

"If the careless become serious, if the indolent become energetic, if the frivolous put on gravity like a robe, if the mean become chivalrous, if the selfish became sacrificial, if men and women who are morally timid become firm and brave and resolute, has that anything to do with religion?

"Surely we may find the evidence of religious influences in a change of moral climate, in the purifying of the national temper, in the confirmation of common virtue, and in the records of common service.

"If you ask what influence the war is having on the superficial aspects of religion, church membership for example; if you seek statistics, I can give you no satisfactory response, for the statistics do not provide a favorable witness. But on this issue I will say frankly that I am inclined to place less and less value upon the statistical returns of our church membership, and I sometimes believe that a really vital revival in our churches might, first of all, reveal itself in a thorough purging and in a reduction of figures all the way round.

"There is no satisfactory answer as to war-time prayer meetings. Many prayer meetings which started when the war began have died out, and the old prayer meetings are not now as well attended as before the war. That is not altogether surprising. Our churches are emptied of our men, and our women are up to their ears in labor, in every form of noble service.

"And so it is that in prayer meetings and in ordinary public worship there is decreased attendance, and the decrease in the evening service, which, in the vast majority of the churches, is the principal service, can be further explained by the darkness in our streets—a darkness which is scarcely conceivable by those who have not experienced it. In Edinburgh, when I was there, it was even suggested that pedestrians at night wear white ribbons on their arms to avoid collisions.

"But leaving aside these more external evidences, there are larger signs of movements which may prove favorable to religion. They are to be found in the political life of the nation. If you had been familiar with the political life of England five years ago you would hardly recognise it today.

"Before the war we had the blinding effects of party passion and party perversion. National and social issues were not seen in their naked reality. They were always colored by party prejudice. But now the great social questions which profoundly affect the life of the people and their fellowship and brotherhood are being seen and understood as they have never been seen and understood before. I anticipate social revival and social reconstruction such as we have scarcely dared to look for in our fondest dreams.

"This will be hastened by the marvelous socialistic legislation, which is now so rife, and which, four years ago, would have been regarded as impossible. Measures pass through Parliament in a day which everybody prophesied would take years and years. It was only the other day that the coal mines were nationalised in a day. The corporate life of the people is expressing itself in mighty initiative and power; and never again, in face of any social iniquity or social oppression, will the cry be raised, 'It cannot be done.'

"A third factor in the social and political life of England, which is resulting in rejuvenating the people, is the magnificent service of the women. The women suffrage question in England is settled. It is imperatively settled by the strength and grandeur of women's services to the nation. When the matter comes to the vote an overwhelming majority will record themselves in favor of putting women on the national electorate.

"So I think there are significant movements in the political life of the nation which are distinctly favorable to the coming of the Kingdom of our Lord and for the building of the New Jerusalem in the land of England.

Then, also, there are no less significant movements in the life of the churches, which I think will make for a deeper and more vital spiritual life. Denominational lines in England have been like stone walls. In America they are merely green hedges by comparison.

"In England they have been like lines of frontier forts; in America, mere chalk lines. But now in England, too, denominations are being forced together. They are being forced together in training camps as well as at the front. In the Y. M. C. A.'s, in which all denominations mingle, there is a vast co-operative work which is bound to have influential issue.

"In Scotland the Free Church and the Established Church are pooling their college resources, gathering their students under one roof. These men will now see one another, and there is going to be a comradeship and a fellowship and a mutual understanding which must be mightily influential in furthering the cause of God.

"Also, in the theological aspect of the Church's life I think I can discern some very vital and far-reaching movements. The tragic urgency of events is forcing us to question our very faith and to seek replies to some grave and importunate questions.

"How far does the saving power of the Lord reach? Millions of young boys have lost their lives in Europe. What has become of them? What happens to a boy who lays down his life for his country? Supposing he has been frivolous and careless and seemingly indifferent to religious matters in the past, what happens to him his life culminates in the supreme act of sacrifice? Is the sacrifice of one's life a sacrament? What becomes of these men? Our faith is being severely questioned for a reply.

"And what about immortality? Millions of men and women who have lost their children are knocking at the doors, wondering what is behind. What have we to tell them of the after life? Can we speak a message of confidence that will steady the trembling heart in faith and assurance and give it strength to walk the remaining steps of the way in the light of an immortal hope?

"It is not altogether without suggestion that men and women are resorting to spiritualism in their groping after assurance. Sir Oliver Lodge has lost his boy Raymond in battle and he has given that boy's name as the title to his latest book, two-thirds of which are given up to the messages that the living father says he has received from his dead son. And he declares himself as sure of those messages as he is of any fact of science. And Conan Doyle has declared his faith in communications between the living and the dead.

"Every doctrine of our faith is being questioned and tested in the crucible of a fierce and tremendous experience. I believe—with all my heart I believe—that the message of the Church of God will emerge from the furnace purified and refined as by fire, and with a reality and authority which will more than ever command the reverent attention and homage of the world.

"There is further evidence. You will find it in the most significant and influential movements in our common literature. Some of the loftiest articles I have read during the war have been in the leader columns of the secular press. I mean lofty in the sense of being highly spiritual. Articles of The Times, The Daily Press, The Daily Chronicle, The Manchester Guardian, and The Glasgow Herald have been suffused with spirituality.

"And, besides, there is also a strangely new note in writers who have vast audiences of readers and whose words are read with the regard which is paid to talent and genius and conspicuous endowment. Horatio Bottomly, editor of John Bull, for illustration. There is a paper of enormous circulation of not the most reputable kind. It once publicly charged me with holding shares in saloons at the very time I was parading as a temperance advocate. Of course there was not a vestige or truth in it, but it indicated the character of the paper. But now, during this war, Horatio Bottomly has found his soul. It would be truer to say he has found his God and he is writing articles of an extraordinary character in which there is something of the color and glow of religion.

"Herbert G. Wells has not had much to do with religion, but what does he write now? Let me quote a little: 'Religion is the first thing and the last thing, and until a man has found God and been found by God, he begins at no beginning, he works to no end. He may have his friendships, his partial loyalties, his scraps of honor. But all these things fall into place, and life falls into place only with God. Only with God, God who fights through men against blind force and night and nonexistence—who is the end, who is the meaning.'

"And who would have imagined that the calm and radiant presence of the Lord would have been seen in the pages of Bernard Shaw? Amid all the bitter irony and satire of Shaw's thought and spirit, amid all his irreverence, the strange and pathetic figure of the Savior has recently appeared for a moment. 'I am ready to admit' says Mr. Shaw, 'I am ready to admit that, after contemplating the world of human nature for nearly sixty years, I see no way out of world's misery but the way which would have been found by Christ's will if He had undertaken the work of a modern, practical statesman.'

"Because of all these things I think I can discern movements due to the war that are favorable to the religious life of England. But that should not be all. This vast convulsion of Europe must not leave the religious life of America unchanged. How is it affecting us now? Are we becoming more intent upon moral values and less concerned about material treasures?"

A Russian Constantinople Will Mean More War

Her True Destiny Is to be a Neutralised Port, Says Sir Edwin Pears. No Country Should Impose Restrictions

IT was before Trepoff, the Russian Premier, had announced to the Duma that the Allies had promised the Dardanelles and Constantinople to the Tsar that Sir Edwin Pears made his statement in America that the strait should be forever neutralized and free to all nations; but he still thinks so in spite of the now declared arrangement with Russia. And he thinks so as a friend of Russia, not as an Englishman who would see Russia cheated of any real reward for her part in the war. He makes the point that the Dardanelles and Constantinople will not be a reward, but something worse than a white elephant.

Sir Edwin qualifies as an expert witness on international affairs that hinge about the Bosphorus by the fact that, for more than forty years, he has lived in Constantinople, where he was President of the International Bar, and where he wrote reports on the affairs of the Near East that were put into the British Blue Book, and had much to do with influencing Gladstone's Turkish policy.

"A bargain is a bargain," said Sir Edwin the other day on the eve of sailing from New York for England, "and if England and France and Italy have agreed that Russia is to have Constantinople and the Dardanelles she must have them. But it would be much better for Russia herself not to have them, for the possession will mean sure friction and more war.

"When Russian occupancy of Constantinople was being discussed in the presence of the first Tsar Nicholas, at the time of the Crimean war, he said: 'The first day that we occupy Constantinople with a view to remaining there permanently will be the first day of Russia's downfall.' Nicholas was a great international statesman. What he said then is equally true now.

"Years after that I had a conversation, myself, with the great Russian General Skobeleff, in the course of which I asked him when the Russians were coming to Constantinople, and he replied that Russia would not dare to come to Constantinople until after she had smashed the power of the States lying along the Danube. The remark of Skobeleff also has great significance in connection with the agreement by which Russia may now go to Constantinople with the consent of her allies.

"The geography of the situation is all against the carrying out of such an agreement without grave danger of war. If Russia took Constantinople, her only free way of reaching it from her own territory would be over the Black Sea. It is called Black because it is stormy, with only two harbors of refuge on the way. To reach it by land she would have to travel over 300 miles of Rumanian and Bulgarian territory. It was that territory which Skobeleff had in mind when he spoke of smashing the power of the States along the Danube.

"So, if Russian possession of Constantinople and the Dardanelles means driving a path down the Balkan Peninsula, it will also mean the killing of her own children, for Russia created Bulgaria and Rumania. I doubt if she will want to lose the reputation she now enjoys in every Balkan country of being a deliverer. She has that reputation even today among the people of Bulgaria with whom she is at war. The misunderstanding there is not due to the people of Bulgaria, but to the King, and when the Russian armies get into Bulgaria there doubtless will be large defections of the native troops to the Tsar's standards.

"In Greece the politics are all higgledy-piggledy, but here, too, the Greek people look upon Russia as their savior, and here also there is a King not in accord with his people. It has always been the traditional hope and belief in Greece that some time they would have Constantinople. There is even an ancient prophecy that there will be another King Constantine in Constantinople, and that he shall have a wife named Sophia, the name of the wife of the present King Constantine of Greece.

"A paper in Constantinople was suppressed recently for reprinting a

Suggested Independent State Including Constantinople and the Dardanelles

had appeared in a Greek paper. I doubt very much if Russia wants to risk winning the hatred of the Greeks by destroying that ancient hope. And, to return to the Balkans, it is almost an axiom of the clear-thinking, far-seeing statesmen of Russia that they must not lose the confidence of the States on the peninsula, and they surely would lose it by claiming and exercising the right to send troops across their territory to a new Russian possession.

"When Russia wanted to get the Dardanelles in the middle of the last century she negotiated with England, France, Prussia, and Austria. Napoleon III., eager for a foreign war to divert attention from his weakness in France, worked with England for taking the larger part in these negotiations, and Austria, perfectly willing to have somebody else do her work for her, dropped out.

"Whereupon Russia, thinking that she had only two powers to deal with, increased her demands to such an extent that we had the Crimean war, the outcome desired by the French Emperor. The chief interest of Austria in that affair was because of the Danube River, which empties into the Black Sea, and is infinitely the most important river in Europe.

"If Russia were now allowed to block the commerce which flows down the Danube and out through the Black Sea and the Dardanelles, by fortifying the strait, she would be attacked eventually by every nation in Central and Eastern Europe. With such a menace and with the resentment of the Balkans and of Greece against Russia we could expect no permanent peace in Europe.

"Of course, with Russia in possession of Constantinople and friendly to England, there would be an end of the Berlin-to-Bagdad railroad dream, but as a trade route it is possible that such a line is greatly overestimated. It never could compete in time or in economy of handling freight and passengers with the ship route through Suez Canal. For many years the English considered and labored over a railroad route to the East by way of Constantinople, and when they abandoned the idea the Germans took it up. I predict that when they have considered it further they will drop it, too.

"The route to the East through Suez is shorter for all practical purposes than any that will ever be devised. The advantage of speed would always be with the boats, and by the water route cargoes may be carried all the way in the same bottoms. The proposed rail route would require the unloading of cargoes at Constantinople, loading them on ferries for transportation across the Bosphorus, and reloading on the other side.

"As a trading or commercial port, the dream of Constantinople of again being a city of great wealth is at an end. She would not thrive as the half-way place on a European-Asiatic railway, and there is no back country from which the Turkish capital can derive any considerable commerce or wealth.

"The true destiny of Constantinople is to be a neutralized port, and with the Dardanelles free to the commerce of all the world, with no restrictions whatever and with no country having the slightest power to impose any restrictions on the trade of any other country.

"That would satisfy Russia's every need commercially, would give her the ice-free port without the gravest of military responsibilities and the risk of losing all and more than she had gained, and, furthermore, without the standing menace to the world of another general war. Such a disposition of Constantinople would be a great improvement on the old way, based on the idea that the city must always be in the possession of a weak State; that is, Turkey.

"Now, instead of leaving it to a weak State, let the powers agree upon the formation of a small independent State, centered in Constantinople, forever neutral and governed by an international commission. There is already a European commission which controls the mouth of the Danube, and its work has been a success. What has been done can be done again.

"Such an independent State as I propose should have no army at all, and no Princes or Kings. We have enough Princes now. In place of an army there must be an efficient police to keep order, and the ruling must be done by a prosaic, businesslike commission. But the absolute independence and neutrality of the new State of Constantinople must be guaranteed by treaties of all the powers.

"The State should include the City of Constantinople, the Strait of the Dardanelles, and the Sea of Marmora, with narrow strips of land along both coasts of sea and strait. On the north the boundary might run from Enos, on the Aegean Sea, to Medea, on the Black Sea. On the south I would draw the line from a point on the Black Sea, around what is called the False Bosphorus, to Brusa, and then straight across Asia Minor to Aramittium, on the Aegean Sea.

"Of course, the creation of such a State involves the retirement of Turkey from the small corner of Europe which she still holds, or having Turkey in Europe and Turkey in Asia separated by the neutralised territory.

"Now, in considering all these political, economic, and geographical factors I admit I have omitted to speak of something most important—the feeling of the Russian people themselves. I do not mean the views of the wiser statesmen of Russia, but the feeling or sentiment of the people concerning Constantinople. To them the destiny of Constantinople is to be, once more, a holy city.

"There is hardly a Russian born without that belief. It is a part of their religion to take it to themselves to make it a holy city.

"Perhaps the making of Constantinople an independent city, instead of leaving it as the Mohammedan stronghold, would in part satisfy this sentiment of the Russian people, if the wiser heads of that nation could be convinced, tactfully, that such neutralisation of the Turkish capital would make for permament peace."

W. D. Howells On Republics

"One of those nondescript presences which haunt about the Easy Chair, and which we have somewhat vainly before now attempted to difference one from another as sages, cynics, philosophers, poets, and psychologists, came in with the Last Number in his hand, and said, 'I have been a good deal amused by your praise of republics in this month's Chair,'" writes the American novelist W. D. Howells, under "The Easy Chair," in *Harper's Magazine*.

"'Amused?' We arched a conditional eyebrow.

"'Yes, you've managed very skilfully to keep your real feeling back.'

"'What is our real feeling?' we demanded.

"'Why, so many cultured people doubt republics, now, except as a provisional state sure to end sooner or later in some form of monarchy.'

"'Yes? Where do these doubters live?'

"'Well, some of them live here, in the United States. Very nice people, who've read and travelled. You understand.'

"'Yes. We have heard of them. They think republics are short-lived, eh? Which of the actual monarchies of the world is as old as the Republic of Venice, which lasted twelve or fifteen hundred years before it passed away? Or Genoa which lasted nearly as long or longer, and into the first decade of the nineteenth century? Or the Dutch Republic? Or the Swiss? Or even the Roman?'

"We artfully kept back the ages of the three last, respectable as they were, for we did not choose to be less than overwhelming with our instances. 'The Byzantine Empire was only fourteen or fifteen hundred years old when it fell, and what other empire has lasted as long?'

"'China.'

"'Yes, and China has merged in a republic at last.' At this thought we became almost violent. 'Just as the French monarchy has finally merged into a democratic commonwealth! Why does anybody believe it is the destiny of republics to end in some sort of monarchy? We should like to see some of these refined doubters of yours. We should like to make them observe *per contra* that half of the British Empire culminated a hundred and thirty odd years ago in a republic which shows no signs of reverting to monarchy yet. And the great Spanish Empire exploded thirty or forty years later into about twenty republican fragments which are smoking yet.'

"'It is a pity that any Americans have ceased to have a personal preference for the existence of the republic. The bounce of our younger days was ridiculous, but it was not contemptible like the languid nonassertion of these later times. Didn't you yourself feel rather ashamed of our waiting for Great Britain to recognise the Portuguese Republic before we owned her our sister?'"

Ambitions Hardly Realizable

Herr Groener, Germany's new organiser of industry, talks in a way that shows him to be an able exponent of efficiency in the best modern sense, and also reveals on his part a full appreciation of the colossal size of the task he has undertaken. One cannot help feeling, however, a doubt of the possibility of doing with mere mortals for material—and after all Germans are not wholly free from human weaknesses—all that he proposes to accomplish.

The turning of an entire population into servants of the State and workers for the war may be a necessity of the situation as it exists in that country, but it has the air of being an unattainable ideal, and even its close approximation would impose on any people a strain so terrible that its long endurance can hardly be conceived.—*New York Times.*

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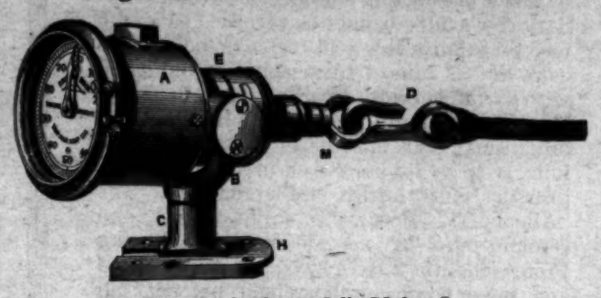

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I DONT SEE ANYTHING THE MATTER WITH HIM
HE MUST HAVE TRIED TO FOOL US. ISN'T HE CUTE!
2
NOW, SKIP, RUN OUT AND PLAY IN THE YARD
3
AS I WAS SAYING, IF WE GET MARRIED LIFE WILL BE ONE GRAND SWEET SONG,- AND-
SKIP STOP CHASING THAT CAT! NAUGHTY BOY!
4
I MUST BE GOING.
WELL, CALL AGAIN SOON, MR. WILLIE. I'M SO GLAD YOU THINK SKID IS ALL RIGHT
THERE, NOW I FEEL BETTER!
OW, OO!
6
F. Opper

Matrimonial Fables — The Wife Who Acquired Slenderness

By Dorothy Dix

ONCE upon a time there was a Man and his Wife who lived together in great Peace and Happiness.

The Wife was one of those Delightful Dames who considered Cookery a Fine Art instead of Drudgery. She could make Sauce Hollandaise that did Not taste like Bill Sticker's Paste, her Roasts were Dreams, and her Entrees Things to Eat on you Knees.

Every day she set before her husband a Dinner that made life Worth Living, and as she was also Fond of the Eats she had the Cheery Outlook on the World, and the Amiable Disposition of those who are Well Nourished and have no Grouch against their Stomachs.

All of this made Matrimony a glad sweet song for the Husband, and he Never Noticed that as the Years went by his Wife lost her Girlish Figure. All that he thought of was how much Better Home Cooking was than the Messes you get in Swell Restaurants, and what a Nice Thing it was to have a Jolly Wife to go home to at Night when your day's Work was over, and you couldn't have Pulled him away from his own Fireside with a Team of Oxen.

So all went well with this Fortunate Couple until by chance one day the Wife met a Friend she had not seen for a long Time.

"How Well you are looking," exclaimed the Friend, who was a Female Cat; "you must have put on about Forty Pounds since I saw you last."

"Do you think so," cried the Wife aghast.

"There is nothing that makes a womanlook so Old as Fat," continued the Friend, "and while I do Not Wish to Implant any Suspicion in your Mind, I feel that it is my Sacred Duty to warn you that the Only Way a Wife can Retrain her Husband's Affections is by keeping a Svelte and Willowy Figure."

"I Trust my Husband," moaned the Wife feebly.

"They all do," continued the Friend, "but you will observe that all Affinities are built on the Architectural Lines of a Snake, and that when a Married Man Elopes he always does it with Somebody who does not Weigh more than half as much as his Wife does. Heed my Warning, and you may Save yourself much Misery. Farewell."

Now the Wife was Deeply Enamored of her Husband, and so, as the best Feminine Dopesters had figured it out that the Measure of a Husband's Love was in Direct Ratio to his Wife's Belt Measure, she hied herself forth to the Places where they Practise the Torture known as Reducing.

They Boiled her, and they Beat her until she was black and blue. They Rolled her and they Pounded her, and they put her on a Diet of Three Prunes and a Glass of Water, and by sticking to this Regimen it was not long before the Wife got a Thin and Haggard Look, and a Disposition like a Basket of Lemons.

Not being able to Eat anything good herself, she lost Interest in her Housekeeping. Her Dinners, instead of being Gastronomic Poems, became Culinary Outrages, and she Flavored them up by handing out a Line of Talk that Hammered the Universe, and made the Husband afraid of his Life.

"What is the matter with you?" asked the Husband, when he could Endure it no longer.

"I am Hungry," wailed the Wife.

"Then Eat," said the Husband.

"I dare not," replied the Wife, "because I am trying to Reduce in order to Retain your Affection."

"Go to! cried the Husband. "I am not one of those men who have a Morbid Interest in Living Skeletons. Personally, I prefer a Wife who shows that I am a Good Provider, and I apprehend that most Men are in the same Boat.

"Take it from me that after a man is Married he is more Interested in the Way his Wife Treats him than he is in her Looks, and that the Right Way to Reduce so as to Retain a Husband's Love is for a Woman to Cut Down on her Nagging, and her Temper, and her Nerves."

Thereupon the Wife fell to and Ate everything that Fattened, and they Lived Happily Ever After.

Moral: This fable teaches that it is better for a woman to be Fat and Jolly than Slender and Fractious, and that the Perfect Thirty-Sixes are not Always the Best Loved Wives.

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Current Poetry

Nowadays our poets, with the exception of T. A. Daly, use dialect chiefly in humorous verse, perhaps feeling that it is in itself humorous, and unsuited to the expression of sad or high thoughts, says the Literary Digest. But in Ireland, a weekly periodical published in New York, we find deep sorrow put into verse that gains, rather than loses, from the poet's deft and seemingly natural use of the Doric of the English-speaking Gael.

REQUIESCAT

By E. M. du P. Archer

God rest you, avick!
Sure, they've kilt ye out there, from your mother an' all—
My boy was so winsome, an' handsome, an' tall:
Strange fields are your death-bed, strange leaves are your pall—
God rest you!

God rest you, avick!
It was when you were wee that I'd put ye to bed.
An' you'd lay on my bosom your little dark head;
Now it's far from sweet Ireland ye lie cold an' dead—
God rest you!

God rest you, avick!
In Galway the sunshine has come afther rain.
An' the lilacs an' elders are out in the lane,
But it's you'll never see them nor smell them again—
God rest you!

God rest you, avick!
Many prayers have I said, but it's this one to-day.
I prayed on the morning they marched you away;
"God keep you!" I said; but it's better to say
"God rest you!"

Battlefield Psychology

A British officer in France recently wrote a letter to his mother in England in the course of which he discussed what the British Official Press Bureau has captioned "The Psychology of the Battlefield." That part of the letter reads:

"An officer out here has to be very brave or a very good actor—I think 90 per cent are actors. A bad actor is sent home and a good one is either polished off or earns the reputation of being a 'fearless leader.' I think it is an insult to call a man 'fearless.' I would rather be called 'brainless.'

"War is a terrific test for a highly strung, imaginative person. I may have told you that our medical officer was certain that P— and I would crock up long before anybody else in the battalion when we came out. P— and I are two of the five officers left who have been in the trenches ever since we came out. We are undoubtedly both very highly strung, but I think we are pretty good actors.

"However, there are times when one can't help feeling that acting can't go on for ever, and I am much more frightened of losing my head than I am of losing my life. The bravery that has been shown on both sides during the last month or six weeks passes all human understanding. Discipline must be the strongest force in the whole world. Men receive an order to charge, and they know that with luck 50 per cent may survive, but they charge without a murmur or a question.

"It's got to be done, and it is done, and England is helped to achieve her object by a fraction. But what it means to the fraction no one can realise until he is part of that fraction."

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1½ Cups Flour
1 Tablespoonful Sugar
3 Level teaspoonfuls Baking Powder.
3 Eggs.
1 Cupful ST. CHARLES CREAM
½ Teaspoonful Salt

Sift Flour, Baking Powder, Salt and Sugar in bowl, and milk and yolks of eggs, fold in beaten whites. Bake in very hot greased waffle iron.

Serve with "DEL MONTE" Honey or Syrup.

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SHANGHAI

Itailan General Tells Of Italy's War Enthusiasm

Efficiency of Nation in Arms Amazes Even Its Army Officers Says General Tozzi, Head Of Italian Military Mission in America

Italians who returned from the ited States to Italy to fight for eir country in the war would, if ouped together, make up to entire my corps, for their total is 80,000. That was told one day recently General Pasquale Tozzi, head of e Italian Military Mission in merica, in the course of a talk which he gave a vivid picture of a splendid spirit of the Italian my and people, of the close-knit nion that has grown up in Italy ace the outbreak of the conflict, the indefatigable manner in hich Italians are surmounting the stacles in their path, of their ight hopes for glorious tomorrows. he General, who is a veteran of aly's African wars, has been in merica ever since the great war gan abroad, and therefore must o his work far from the front. But s eyes shine and his voice vibrates ith enthusiasm as he sits in his fice far up in the Metropolitan ower, New York, while other alian officers dash in and out to nsult with him about contracts for unitions and supplies, and recounts e deeds of the Italian fighters in e mountain lands across the ocean, me of whom are veterans who rved under him in other days and imes.

The General is averse to interiews and has refused several times give them to American and alian journalists. But he was uite willing to talk in a casual, nformal way of the heroism of the alian soldiers and the no less admirable courage of the Italian ation behind them.

General Tozzi shares with many f his countrymen and citizens of ther countries who have visited ar-time Italy the belief that the verage American utterly fails to ppreciate the stupendous difficulties onfronting the Italian armies in eir struggle against the Austrians. nd one who listens to his description of those difficulties will be ire to lose completely and forever e idea that the Italian advance orthward through the Alps has een slow.

The General threw up his hands dramatic gesture trying to describe hat the Italians are "up against" round Gorizia and in the Trentino.

"People do not realise," he said, hat, long before this war, the ustrians themselves fixed the ontier between Austria and Italy nd did it in such a way that all e advantages of 'terrain' were eirs. The Italians have had to dvance step by step against preared positions, against gunners ho know exactly the ranges of very Italian position.

"What is the result? Over and er again our men have become xposed to Austrian fire in places here they were wiped out—places at were veritable tombs for them. gainst such odds how can an adance be anything but slow?

"Another thing. The offensive is ways more difficult than the deensive under the best of circumances. But in the region of the ps, where the Italians are fighting the Austrians, the advantage of e defensive is far greater than ywhere else in the present war. ar in mind that the winter fighting es on in the midst of vast exnses of snow, blindingly white. e Austrians are on the defensive; ey lie hidden in trenches or rched on mountain tops. There ey wait until the Italians make move.

"Now, please try to imagine the gers that attend any movement troops, even the slightest, against at blindingly white background. makes our troops the best possible gets for their foes.

"This is only one of the obstacles nfronting the Italian offensive. other is the question of munitionnt and supply for the armies at front. The terrain is so mountnous that this becomes a problem most formidable proportions, inving superhuman efforts on the rt of those intrusted with it.

"Railway lines alone cannot cope h it. When the Austrians made ir tremendous attack in the ntino a few months ago, General lorna got munitions and supplies the Italian troops there by means enormous numbers of automobile cks, which rushed the muchded shells and food to positions beyond the reach of railways, got them there in the nick of e, when the Austrians were eatening to burst into the north lian plain and thus divide lorna's main armies operating inst Gorizia far to the north."

General Tozzi was asked whether change had come over Italy r the fall of Gorizia last Summer, r more than a year of bloody les.

That was a splendid thing for Italian nation," he said. "Both people at home and the army shown immense determination fortitude before, but with the of Goriza there came to us a feeling of elation that was apparent from one end of the country to the other.

"My wife in Italy wrote me a touching letter about the wild scenes of enthusiasm when the newsboys raced through the streets of the town where she was living, shouting out the news. Near her house was a hospital filled with wounded soldiers. As the cries of the boys came to the ears of these men a number of them—even some of the seriously wounded—struggled from their beds and staggered to the windows, cheering at the news.

"The degree of perfection attained by the Italian soldiers in this war is a source of continual wonder even to us in the army. The campaign of the Italians in Tripoli a few years ago gave some idea of the high excellence of our military organisation, but on account of the small numbers of men taking part in the operations the true worth and efficiency of a nation in arms could not shine forth in all its splendor as during the present war. In his extremely valuable book von der Goltz (I quote a German!) declared that the nation in arms would be the military form of the future, but I do not think that he could have imagined that, by means of this system, Italy and France could arrive at anything like the wonderful efficiency of today.

"Even we old soldiers were in the habit up to a few years ago of looking upon troops not actually of the regular army as of mediocre military value, men of whom not much could be expected, suitable rather for garrisoning cities than for fighting battles. And even among the troops of the line we were prone to find some worthy only of being second line soldiers, some lacking in military skill, some downright inefficient.

"But today there is none of this. Every soldier is a model of efficiency, from the greenest recruit to the territorial, from the officer of reserve to the veteran of the regular army.

"These men have given examples of valor, of almost incredible temerity, worthy of the most glorious annals of ancient times—these men who, most of them, were obscure, unknown. Side by side with the brave English Army, which, as is well known, has not a permanent organisation like ours, and with the Russian, of unlimited numbers because of the vast size of the Russian population, the Italian and French Armies are marvels of excellence and tenacity. From one end of Italy to the other, from one end of France to the other, the trumpet call to war was hailed with a tremendous cry of enthusiasm.

"Do you think that the Italian advance against Trieste will be pressed during the Winter, or that operations will be held up until Spring?"

"I think that the advance will be continued in spite of the Winter weather," he replied. "Now that the Italian Army has fought its way past Gorizia and on to the Carso Plateau, it is no longer in the high region of snows, and is less handicapped by Winter conditions than around Gorizia, in the Trentino, and the rest of the mountain country where it is facing the Austrians.

"Nevertheless, you must remember that the Carso has difficulties of its own—the Italians, in passing Gorizia, have simply exchanged one kind of obstacle for another. The Carso is absolutely arid. There is not a drop of water on it. The Italian soldiers seeking to advance across it toward Trieste must take with them every drop of their drinking water. Moreover, the Austrian positions that still lie before us are strong, very strong.

"I have read also that a work of truly Roman grandeur is in course of construction by our soldiers on the Carso plateau. They are making an aqueduct, bit by bit, as they advance. So it may be said that the war will not have been useless for this desolate, rocky plain, but will leave a memorial and a benefit—a flower among thorns."

He then turned to the immense changes which the war has worked in Italy.

"Before the war we were principally an agricultural nation," he said. "Only a small percentage of the population was engaged in manufactures. But now, with the huge armies at the front to be provided for, factories have sprung up everywhere. Italy is one huge factory.

"And why change this after peace has come? Why should not the splendid manufacturing organisation which the war has produced continue after peace and enrich us?"

"Do the Italians dream of conquest in the Orient?" General Tozzi was asked. He shook his head.

"Commercially, perhaps," he said, "because trade markets are always wide open to fair competition, and our Italy, on account of her geographical position, is so to speak, the great Mediterranean wharf."

Then back went the thoughts of General Tozzi to the army, to his beloved soldiers fighting in the Alps and on the Carso while he is thousands of miles away from them, consoling himself wih the thought that he and the busy officers around him in the Metropolitan Tower are daily helping in the shipment of tons of shells and everything else that enables a soldier to fight.

"You should see our troops!" he exclaimed, with a look in his eyes as if he could see them right before him. "What they have done in this war is incredible! Every mail brings to me stories of these heroes."

Once more he fumbled among papers in a drawer; this time he took out a letter.

"That is from a soldier who served in my battery when I was a Captain twenty years ago," he said. "He fought in Africa against the Abyssinians. In the course of time he received his discharge from the army. Since then I had not seen or heard of him.

"Now I learn that he was in Paris when the war broke out. Though over 40 years old and not liable to active service he immediately threw up his job, hurried back to Italy, and insisted on becoming a soldier again. It was not long before he got to the front.

"And he now writes to me: 'I am Gunner Number One with one of our big guns.' Number One," explained General Tozzi, "is the soldier who stands beside the cannon and pulls the line that fires it." He returned to the letter. "'I am at the front,' it continued, 'with six of my brothers, all of whom are corporals, and my Captain has said to me that I, too, must be made a corporal, so that there may be seven corporals in the family. I met here at the front one who was a Lieutenant over me twenty years ago, and when I asked for Captain Tozzi he told me that you were a General and in America. So I write this to greet you.'

"Seven corporals in the family!" Emotion shook General Tozzi's voice. "That is the way with all our soldiers! They are splendid, splendid!"

"How long will the war last?" That question, of course, was fired at General Tozzi.

"Nobody can answer that," he said. Whereupon somebody—about the tenth somebody since the beginning of the conversation—poked his head in the door with a look plainly betokening that he had munitions very much on his mind and wanted to get into close communion on that momentous subject with General Tozzi.

Bible Prophecies of 1917

The Daily Mail prints the following from a correspondent:

Sir,—As we are on the verge of a new year, it may interest your readers to know what students of Biblical chronology have said concerning the period which it opens.

It is itself a very marked year, as in its course two great chronological periods run out—one, of 2,520 years, concerning the people of Israel, and the other, of 1,335 years, concerning the Turks.

Other years similarly marked are 1915, 1919, 1923, 1934. All students of Biblical chronology expected that 1915 would open a period of unparalleled trouble to this world which would probably extend to 1923 or longer. Harold Norris, in his book "When Will Our Lord Return?" shows that this period has for its climax years the central years 1917 to 1919. This book was written between September, 1913 and May, 1914, before there was any sign of the war.

Dr. Grattau Guinness, in his book "Light for the Last Days," 1886, said of 1917. "The year in which these two periods—the one of over twenty-five centuries and the other of over thirteen centuries—run out together is astronomically a notable one. . . . There can be no doubt that those who live to see this year 1917 will have reached one of the most important, perhaps the most momentous, of these terminal years crisis."

G. A. ROBISON.

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GEN. JOFFRE PLANS TO TAKE A LONG VACATION

One Paris Paper Intimates He May Have Started—Work On Headquarters Ceases

Paris, December 29.—Rumors persist that Gen. Joffre will take a long and well-earned rest after twenty-nine months' directing the French armies. Le Petit Journal, in a heavily censored article this morning, indicates that the new Marshal may be already started on his vacation, as their reporter gained access to the building on the Boulevard Victor Hugo Neuilly, designated as Joffre's headquarters, and found that all the work of furnishing and renovating the building had stopped, giving the appearance of the Marshal's permanent departure.

"The fitting up of Joffre's headquarters has stopped," says the article, and this is followed by a long deletion. "The building is silent, empty, gloomy—the Marshal has left." Another censor's deletion. "Where has the Marshal gone? May be he will go to his home town in Southern France."

When Gen. Joffre received the American correspondent on August 6 he said: "I have two ambitions—one to gain a victory and then retire to a houseboat, spending the remainder of my life fishing and sightseeing along the beautiful French rivers."

Le Petit Parisien today publishes a photograph of a canal boat transformed into a houseboat, lying in the Seine in the outskirts of Paris, saying it is the craft on which Joffre expects to live when he permanently retires. The houseboat is equipped with a kitchen, dining room, bedrooms, saloon and a smoking room for Joffre, who will be accompanied by Mme. la Marechale, as Mme. Joffre is now entitled to be called.

Le Petit Journal asserts that Joffre's Marshal's baton will cost 8,000 francs ($1,600) if gold, and 6,000 ($1,200) if copper. It will be 18 inches long. 2 inches in diameter and covered with blue velvet decorated with gold stars instead of gold eagles, as the First and Second Empire batons were.

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FOOD PINCH IS FELT ALL OVER GERMANY

German Newspapers Testify To The Increasing Popular Discontent

POTATO CROP SMALLER

Per Capita Allowance To Be Cut to Three-quarters Of A Pound a Day

(From The New York Times)

Read in connection with late cablegrams from Berlin, in which Field Marshal von Hindenburg is quoted as appealing to the farmers of Germany to do their utmost to increase the output of fats and other foodstuffs, and reminding them that "it is a question of life and death for the German people and the Empire, and that it is impossible to keep workers on an efficient basis unless they have a justly apportioned amount of fats," reports on the food situation in Germany found in recent issues of German, London, and Swiss newspapers shed considerable light upon the hardships being endured by the Kaiser's subjects.

These reports are reinforce by a special wireless despatch from Berlin printed in the New York Times and giving the details of the industrial organisation of all Germany to be put into effect by Major Gen. Groener, the new dictator of civil life in the Empire, who seems to have still greater authority than Adolph von Batocki, the food dictator, and who is to have charge of the matter of supplying food to the millions of persons to be enrolled in the "army back of the front." The Berlin Post announced early in November that General Groener was to control the appointment of all officials connected with the food administration and that Herr von Batocki was expected to retire; but this report has not been confirmed.

A notable feature of the situation is the candor adopted by the German official when discussing the food problem and the freedom with which the press discourses about the officials and their reports. The London Times points out that the occurrences in the Reichstag during the recent debate about potatoes moved the Berlin correspondent of the Frankfurter Zeitung to admiration at the way in which Herr von Batocki abandoned "concealments and deceptions" and admitted in particular that the statistics foisted upon the public at the beginning of the war were inaccurate.

Public Irritation Disclosed

Excerpts from German papers printed in London journals show that in nearly all of the discussions on the food question the admission is made that public opinion generally is becoming increasingly irritable. The efforts to diminish the inequalities between conditions in the towns and the constant agitation against the producers are said to be causing abundant ill-feeling among farmers and their wives. At the same time the papers reflect growing discontent in the towns under the discipline of the food control.

The Berliner Lokal-Anzeiger, in a long lecture on the excesses of "nervousness" in war time, says that it is overwhelmed with complaints about the Berlin "Bread Commissions." There were orginally 170 of these "bread commissions" for dealing with and adjusting individual demands, and the number has now increased to 200. They are mainly composed of teachers, with a certain number of paid assistants, and according to the Lokal-Anzeiger, it is "especially the young women among them who fail to form the right conception of the wishes of the citizens." The public is invited to believe that all its complaints are most carefully considered and that justice is inevitably done, and the writer proceeds:

"Be honest. Is it not true that the public—to put it mildly often fails to behave properly when visiting the officers of the Bread Commission? One often hears of provocative behavior, which in some cases assumes extremely drastic forms. One of our readers tells us that he has seen women with positively insulting insistence demand additional bread tickets, which, according to the regulations, simply could not be given to them. One really ought not to forget that it is not the official but the law that refuses this or that request.

Potato Crop a Disappointment

The potato question is one of the leading problems that are worrying the officials intrusted with the task of seeing that the workers back of the front are kept in trim for the production of the war material needed by the men on the fighting lines. Early in the season it was announced that the potato crop would be a record-breaker, and some of the restrictions covering the use of this staple were removed, but later Herr Batocki admitted that the crop would be smaller than that of last year, and since then the consumption of potatoes has again been placed under severe regulations. On October 19 the Berner Bund printed the following despatch from Berlin:

"It is announced officially that the estimates of the size of the potato crop made up to date have induced the War Food Bureau to take far-reaching measures in order to insure a supply of edible potatoes to the population under all circumstances.

"Therefore it has been ordered that until August 15, 1917, the average per capita consumption of potatoes shall not exceed a pound and a half per day. Only persons doing hard labor will receive an extra allowance, and their daily ration may be put at two pounds. Without exception, all use of potatoes, potato starch, and potato starch flour for fodder is forbidden.

"The next results of the harvest will only be known when a census of the crop is taken. In case this shows the crop to have been better than can be taken for granted today, the regulations now issued will be modified."

Then, on November 29, a cablegram from Berlin printed in the New York Times announced that it had been decided to cut the daily potato ration, for city people to three-quarters of a pound on January 1. Country folk are to get one pound a day during January and February and a pound and a half thereafter. Persons doing hard manual labor are to get two pounds.

In a lengthy article printed in several German newspapers, Professor Auhagen, an agricultural expert, predicted that it would be quite impossible to provide a daily ration of one pound of potatoes per head of the population. He asserts, however, that the grain harvest is good, the supply of rye being much larger than a year ago, and the supply of barley being above the average. He estimates the oats harvest as being at least 80 per cent larger than last year, and as exceeding the average by several million tons. He argues that horses must receive other fodder, and that oats must be restored as a food to the place which it held "in former centuries, before the potato came from America."

Marie Netter, a well-known German writer, now acting as a volunteer nurse in a hospital for soldiers, recently worte a long article for the Frankfurter Zeitung, describing her "potato experiences" and excoriating the food authorities for the clumsy and arbitrary way in which the matter of supplying the hospitals with potatoes had been handled during the first two winters of the war and expressing the hope that at last the authorities might have learned something from experience.

Berlin Milk Supply Cut Two-Thirds

Under the new milk regulations, effective since November 1, the daily supply assured to Berlin amounts to but 300,000 quarts, compared with something more than 1,000,000 quarts in normal times. Most of Berlin's 2,600 retail milk dealers will probably have to go out of business, as the bringing in of the city's supply has been put into the hands of about 700 dealers and the distribution is to be centralized as much as possible. In commenting upon the milk situation the Vossische Zeitung of October 28 said:

"In Greater Berlin, and no doubt in other big cities too, there is not more milk to be had except for children and sick persons. The regulations for the sale of milk in Berlin determine that all milk shall be distributed to the dairies by a central committee. The importer gets 1 pfennig (one-quarter of a cent) for every quart, which may not be retailed at a higher price than 8 cents. After the children and invalids have been supplied, the surplus milk will be skimmed for making butter and the skimmed milk distributed to those possessing milk cards."

In noting that the authorities seem determined to prevent any overstepping of the maximum prices, Vorwarts cites the case of a women milk dealer who was sentenced to two weeks' imprisonment and a fine of $357 for having charged a fraction of a cent a quart more than the legal rate.

Although the census of meat animals taken on September 1 showed a material increase in the number of hogs and cattle in the country, the meat supply seems to be as limited as ever, and there is no talk of a possible increase in the ration. How eagerly the public seeks to obtain anything that resembles meat is illustrated by the following excerpt from a story in a recent issue of Vorwarts:

"A butcher in the Prenzlauer Strasse sells bones under the description 'sheep's feet,' at 6 cents each. The manager of the business caused it to be known that he was in position to obtain an unlimited supply of sheep's feet from the public slaughter house. Would be customers flocked from far and near to get a substitute for meat to give a relish to their vegetables. One reader informs us that she paid 24 cents for four feet weighing three quarters of a pound, but they were only bones! Now the highest price fixed by the police for bones is 12 cents a pound, so the question arises: Are the bones in sheep's feet bones, or are they not? The fact, however, remains that the public is made to pay in an unheard-of manner."

Fined for Smuggling Oxen

A report from the Bavarian City of Passau tells of the trial of three persons charged with having smuggled six oxen over the border into Bohemia last June. Two of the accused were fined $4,760 each and sentenced to two months in jail, while the third escaped with a fine of $2,380 and one month's imprisonment.

The little city of Hanau in Prussia has decided to fatten 150 hogs for the use of its citizens and is also planning to go into the dairy business for itself, if this is possible under the national regulations.

One of the latest combinations effected by the War Food Bureau is the "War Company for Dried Vegetables, Limited," which embraces all German concern engaged in the drying of vegetabls and similar activities.

Stress is laid upon the importance of gathering all the available nuts in the Fatherland for the purpose of increasing the fat supply in the following appeal which appeared in the semi-official North German Gazette on Oct. 16:

"The time when the beechnuts fall draws near. Beechnuts contain oil, and all owners of woods and forests should, in the interests of the Fatherland see that no beechnuts lie ungathered or unused. The War Committee for Oil and Fat will pay all collectors of beechnuts at the rate of 12 cents for every two pounds of fresh nuts.

"A collecting station must be opened in every place where beeches abound. The school children must be asked to act as gatherers, and every family whose children engage in this work will be permitted to retain fifty pounds of beechnuts for its own use. If gathering is conducted with zeal, enormous quantities of beechnuts may be harvested, and when crushed the nuts will produce much oil, which is both tasty and nuiritive.

"Whoever delivers beechnuts assists in putting an end to the fat famine."

Recent investigations by scientists in connection with the lengthy discussions in the German press regarding the effect of the food shortage on the physique of the people, and especially of the children of the empire, have resulted in conflicting reports.

Dr. Lommel of Jena could not trace any unfavorable effects, nor could Dr. Thiele of Chemnitz, who examined 1,055 schoolboys. Similar results are reported from Mannheim and towns in Wurttemberg. Professor Kettner of Charlottenburg, however, reported that the weight of the children on an average had declined two pounds, while their height was two centimeters short. It may apparently be concluded that the effect upon the children of large towns is worse than on those of small municipalities.

In the opinion of Dr. Zadek the mixing of bread with potatoes is dangerous. He believes that the increase of the death rate by 8 per cent in Berlin is due to the shortage of food. The state of health of the women of the laboring classes, old persons, consumptives, and those suffering from anaemia or nervousness, is growing daily worse. In addition to the lack of food, psychological depresson, the shortage of sleep, and over-exertion also account for this.

Hard Lot of War Widows

A Swiss mechanic, recently returned from Berlin, where he had been working in a machine shop, is quoted as follows by the Berner Tagwacht:

"The condition of the workers is becoming worse from day to day. Complaints about insufficient nourishment are heard everywhere. The wives of the soldiers and the war widows are the worst off of all. Scarcely is the death notice received when the running after compensation begins. The women are chased from office to office. Quite often their requests are refused and they are told that they ought to look for work in the munition factories. At home they rent out everything they can, in case the furniture is not already in the pawnshop.

"The food supply is insufficient in every respect, and under-nourishment is constantly becoming more widespread. Every day you see long files of buyers lined up in front of the places where food is sold, some of whom bring chairs with them in order to be able to hold out during the long wait. You get soup and milk only on the doctor's orders.

"As a matter of course, under these circumstances the feeling of ill-will and bitterness toward the Government is growing and, worst of all, there is talk of the future war between the sexes due to come because the women are now occupying whole fields of industry formerly reserved for the men, and thus not only exercise a depreciating effect upon wages, but also endanger the existence of many thousands."

AN UNDIGESTED DINNER.

Worse than an ill-cooked dinner is a dinner which you can't digest. Do you know what it is to turn away from the best food, ill-humoured and without appetite, though you know it is dinner time and that you need food to sustain you? This is Nature's way of telling you that your digestion is out of order. Your stomach is not in a fit state to absorb food if you eat it, or your blood able to carry the necessary nourishment to your nerves, brain and muscles. First of all, put off eating until you are hungry. If you eat when you are not hungry you can't digest.

To put your blood in the right state to derive good from your food, take Dr. Williams' pink pills. Without any purgative or weakening effect they will purify your blood and enrich it, so that you will not only have an excellent appetite for your food, but also be able to digest it comfortably and get benefit from it. But a word of warning. You must not expect this result from pink pills that are not genuine. There is a world of difference between Dr. Williams' pink pills and the substitutes sometimes offered, so get Dr. 'Williams'. and watch how your appetite will improve.

FREE.—A book of useful suggestions for those with a delicate digestion will be sent free if you write a post card to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. Dr. 'Williams' pink pills are obtainable from dealers everywhere, also post free at $1.50 the bottle ($8 for 6) from the above address.

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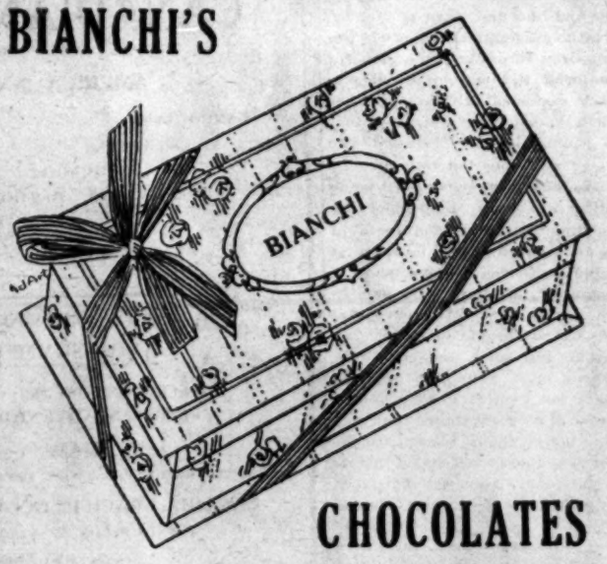

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Can The Allies Be More Definite?

Official Statements as Tending to Strengthen the Forces Of Prussian Militarism Among the Germans

By Henry Dwight Sedgwick
(*New York Times*)

Nothing that has happened in diplomatic matters since the beginning of the war can compare in interest with the President's note to the belligerent nations. It will be studied and considered as carefully as it deserves. The note is primarily addressed to foreign governments; but it has the additional purpose of leading public opinion in the United States to insist on some early termination to this great struggle. Its enormous importance must be the excuse for individuals to express their private opinions. It is of consequence that we should all know just what we all think on this momentous issue.

There are two aspects of the case that need most careful consideration: first, the definiteness with which the Allies should state the terms they insist upon; second, whether the time has arrived for such a statement.

The President suggests that each belligerent government shall take "an early occasion" to state the terms on which it is willing to make peace; he calls attention to the fact that both sides have stated their desire to secure the "rights and privileges of weak peoples and small States"; he asserts that the United States is as "vitally and directly interested" in the measures to secure peace as any foreign nation, that their interest in the means to relieve the "smaller and weaker peoples" from the peril of wrong is as "quick and ardent" as that of any other people, and that the situation of neutrals is "now exceedingly hard to endure," and the adds that the "concrete objects for which the war is being waged have never been definitely stated."

Like all the documents written by the President, this is a masterpiece of direct, well-bred exposition, and it is careful to state that the President is merely suggesting "that soundings be taken." But in spite of the restraint, the temperance, the good temper of the document, it is easy to read between the lines a strong feeling that at this time the belligerent nations ought to define their respective positions clearly, that a conference should be held in the near future, and terms of peace discussed. It is on this very definite and decided position that there will be much difference of opinion. But we shall all agree that no edifice of peace can be permanent unless its foundation stones are correctly laid.

To consider these matters fairly we must remember the last days of July and the first days of August, 1914, the desperate efforts of Sir Edward Grey to devise some plan for submitting the matters in dispute to any means of arbitrament other than war; we must remember that the communications between the German and Austrian Governments in those days have never been made public; we must remember the unavailing European guarantee of Belgian neutrality, the invasion of Belgium by Germany, the conduct of Germany in Belgium, the punishment, discipline, or correction meted to the Belgian people during the first invasion, ever since, and even now. And we must remember that at present the Central Powers hold a position of such advantage that they claim, not without reason, to be victorious, and as self-styled victors they have very recently announced their willingness to consider terms of peace.

The President has said in a domestic speech that the fighting nations are mad—that no one knows what they are fighting for; in his diplomatic note he says that the concrete objects for which the war is waged have not been stated. Do not these phrases suggest an indefiniteness as to the position of the Allies that does not really exist? Let us look at this from the point of view of the Allies.

The position of the Allies is that they did not take up arms to obtain objects that could be definitely stated; they took up arms to prevent Germany from attaining by force whatever objects she may have hoped attain by force. Just what those were the Allies could not tell; they could suspect. The Germanic powers have not revealed the objects for which they went to war, except so far as they were originally contained in the categorical demands made by Austria upon Servia. So except that they wish to prevent a German victory, it is difficult for the Allies to say just what they are fighting for.

Nevertheless the Allies have stated what they hope to obtain by this war. Mr. Asquith, Mr Briand, have been as explicit as was possible under the circumstances. Russia and Italy have avowed concurrence. The Allied position is clear:

1. Reparation for Belgium. Probably no American, certainly no citizen of any of the allied nations, would approve a peace which did not make up to Belgium, so far as it is humanly possible, for the losses she has suffered. No further statement is required on that head; all that is needed is the tragic bill of particulars. But in relation to Belgium is it conceivable that Germany will at this time admit her full guilt?

2. Alsace-Lorraine. Is it conceivable that at this time Germany will give up these provinces, or that France and her Allies will renounce them?

3. Trieste. Is it conceivable that at this time Austria will yield this territory, or that the Allies can ask Italy to abandon Italia irredenta to its ancient servitude?

4. Servia, Rumania. These are questions of nationally. Servia is Slav, Rumania largely Latin. Is it conceivable that, at this time, the Central Powers will allow these hostile States to incorporate all their respective compatriots who are now under Austrian rule?

5. Constantinople. Will America, now or at any time, uphold the Turk or any project that leaves the Turk with the Armenian race subject to it?

6. Africa. Shall the Africanders, now that they have just expelled neighbors who believe in a military civilization, be compelled to re-establish them?

This is a fair indication of the reasons why a more definite statement of the Allies' demands is premature, and it serves to indicate that behind the lack of greater definiteness stands a weighty reason for the absence of greater definiteness. This enumeration of some of the points at issue, taken in connection with the causes of the war and the treatment of Belgium, brings us directly to the heart of the whole matter, to what all the Allies agree is their one great object, the overthrow of Prussian militarism. It is often said that Prussian militarism is a vague matter. That is hardly so. Prussian militarism stands behind all those points at issue—Belgium, Alsace-Lorraine, Trieste, Servia, Rumania, Turkey, Africa. It is an imperial, dynastic, military, capitalistic system made up of many parts, among which are:

The Hohenzollern dynasty, the Prussian landlord system, the military aristocracy, the present system of military service, the naval program, the subjection of civil life (in especial, education) to the military system, the Krupp factories, the spy system, the success of the Frederick-the-Great tradition that might makes right, refusal to subject offenses by soldiers, whether in peace, as in the Zabern affair, or in war, to appropriate punishment, &c.

It is obvious that the allied statesmen have not as yet been able to enumerate these elements or Prussian militarism in their public speeches. Had they done so, they would have appeared to Germany to intend a most tyrannical and unwarrantable interference with German domestic rights; they would have caused the German people to rally with even greater devotion round their Government; they would have added a new fervor to their loyalty for the Hohenzollerns. Such an attack on Prussian militarism can only come from within. If the Allies attack it from without they strengthen it. Is it conceivable that, with the Kaiser and his great Generals undefeated from the Somme to the Black Sea, with the military aristocracy in power, with almost all the men enrolled in the army, and all believing that the Kaiser has saved them from enslavement, is it possible to suppose that at the present time Germany will abate Prussian militarism?

Probably most Americans will agree that permanent peace must be a dream so long as any one of the three great military empire—Russia, Austria, and Germany—remains under the control of an hereditary Emperor and a military aristocracy. Democracy is the only hope of permanent peace. As the president said: "Peace cannot come so long as the destinies of men are determined by small groups who make selfish choices of their own." At the present time almost all the world will agree that Russia is not ripe for democracy; but Americans, at least, must agree that Germany and Austria are ready, and yet the only hope of converting them into democracies (with or without a King) is that those empires shall be overthrown by the democratic forces within.

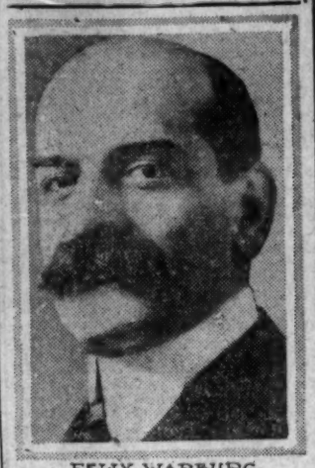
So it may be answered to the President that the objects of the Allies are as plain as if they were stated by plenipotentiaries seated at an imperial table, but that the precise definition of the most important object will tend to defeat the Allies' purposes.

And with reference to the President's choice of time "early" or "immediate"—it may be said that neutrals who have democratic sympathies must keep in mind the present position of the German Armies, and they will realize that it is inconceivable that Germany at this time will in any way consider removing the main obstacles to permanent peace.

Every ounce of pressure for an "early" or "immediate" peace, or for "early" or "immediate" steps leading to peace, is pressure in favor of the side that now enjoys the position of vantage. The President by his action is putting himself at the head of what may well turn into a great movement for forcing an early cessation of hostilities. This will redound to the benefit of the aristocratic, military and dynastic status quo ante in Germany.

For these reason many of your readers, perhaps, will feel that the President in his solicitude for the people of the United States may for the moment be over sensitive to the ills to which we are now subjected by the belligerents, and that he, with those ills immediately before his eyes, does not give sufficient importance to the tremendous dangers that must be left to darken our future, if peace be made now.

Felix Warburg Asks $100,000,000 War Aid



FELIX WARBURG.

New York, December 23.—A gigantic co-operative plan to raise a $100,000,000 fund for the relief of war sufferers has been proposed by Felix M. Warburg, the banker. The suggestion was made at a dinner given Mr. Warburg for his work as chairman of the Federation for the support of Jewish Philanthropic Societies. Mr. Warburg proposed to include all peoples who have suffered from the war—Jew and Gentile, British, German, French, Turkish, Russian and Bulgarian—in the benefits of the fund. It has aroused a great deal of comment among persons here interested in war relief. This would be the second fund of this size launched in the United States, as the one for French war orphans already is under way.

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Hatfields Offers to Make Projectiles For American Navy At Rate of $200 Less

Washington, January 5.—The Hatfields Company, Ltd., an English concern, has underbid all American firms for the manufacture of sixteen-inch and fourteen-inch armor piercing projectiles for the United States navy.

When bids were opened here yesteday it was discovered that, notwithstanding the fact that Great Britain is a war and for the past two and a half years has been buying immense quantities of ammunition from America, the English company had submitted a bid of $200 less for each projectile than the lowest American bidder, and had guaranteed delivery in half the time the American firms promised to deliver the projectiles.

Secretary of the Navy Daniels issued a statement in explanation of the British firm's ability to underbid the Americans. He said they could do it because England's heavy ships are not doing any fighting now and therefore do not require projectiles for their big guns.

News Brevities

The Yale door-closing device is an invention that should appeal to all, for it not only quietly and unostentatiously shuts the door to which it is fitted—thus entirely obviating that most pernicious of evils, a draught, —but prevents as well the nerve-shattering slam which so often signalizes the departure of an exasperated or careless occupant of a room. Mustard and Co. are the agents.

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The Shanghai Stores Co. announce the last week of their sale, during which a discount of 50 per cent will be allowed on all goods. A shipment of new goods will arrive next month, guaranteed to be all-British manufacture.

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That studied refinement inherent to the very nature of woman finds its full expression in all the ladies' apearel sponsored by La Vogue, 46 Nanking Road.

* * *

The next two meetings of The Engineering Society of China have been reversed and, accordingly, the lecture for Tuesday next will be that by Mr. F. J. Blom on "The Cost of Dredging."

* * *

We have received from the publishers, The North China Daily News and Herald, Ltd., Shanghai, a copy of "Orders in Council 1904-1915," with amended and repealed articles noted and an index by W. B. Kennett, solicitor. The book is printed and published for the Committee of the Bar of H. B. M. Supreme Court of China and will meet for legal practitioners a long-felt want.

* * *

Chinese merchants of all provinces gathered at a tea party yesterday afternoon at the Cantonese Guild in Ningpo Road. The meeting was held for the purpose of promoting friendships among the merchants of the various provinces and was a notable success.

* * *

Owing to the earthquake of January 24 it is now reported that the coal pit at Tachishan in the Yangsin district of Hupeh had a land slip of over 300 feet and over 40 miners were buried alive. More than 10 houses were destroyed.

* * *

On February 1 Shih Li-ping, the secretary of the Waichiaopu, paid a visit to the Japanese Legation and negotiated about the Japanese consular police at Amoy. Mr. Yoshizawa, the Charge d'Affaires, minutely explained the reasons why the Japanese consular police have established an office for the protection of the Japanese people in Amoy, owing to geographical necessity.

* * *

The Japanese steamer Iro Maru, which had been detained by a French destroyer in the Bay of Siam owing to suspicion about the cargo on board her in 1915, has been ordered, after trial by the French authorities, to be confiscated together with all her cargo.

* * *

The Shunpao reports:—With regard to the question of Tibet, the Peking Government has been informed by the Chinese Minister to London that, about the questions of boundary and the internal administration of Tibet, the Chinese Government should previously effect a proper study. It is reported that the Chinese Minister to London will be appointed with full power to negotiate about Tibetan affairs with the British Government at London.

* * *

M. Conty, French Minister to Peking, returned to Shanghai, yesterday, on the M. M. steamer Cordillere, from Marseilles. Mr. A. G. Stephen, manager of Wayfoong, was also a passenger on the vessel from Hongkong.

* * *

Consul-General A. Ariyoshi leaves for a month's holiday in Japan this morning. Vice-Consul Harada will be in charge during his absence.

* * *

Another member of the S.M.P. is leaving to "do his bit" in the great war. Constable Francis G. Pascall being booked to leave on the Malta today. Pascall was one of the police club's leading hockey players and he was the recipient of several useful presents from different circles of friends during the last few days of his stay.

* * *

On Thursday next Mrs. Ayscough —that indefatigable worker for war funds—will speak "About the Land We Live In" at the Country Club. The lecture will be an after-dinner one, commencing at 9.15, and it will be illustrated by lantern slides prepared by Mr. J. C. Carter. The funds will go to the War Dressings and Bandage Dept. of the B.W.W.A. and tickets at $2 each may be obtained from the secretary and members of the Club.

* * *

Friday first is booking day for members of the A.D.C. for "Passers-By," to be given on the 15th and 17th at the Lyceum Theater, in aid of the Sailors War Orphans Fund. For the public booking will be opened on Saturday.

London Rubber Market

Reuter's Service

London, February 1.—Today's rubber prices were:—

Plantation First Latex:
Spot: 2s. 11d. paid.
April to June: 2s. 11d. paid.
Tendency of Market: Steady.

Last Quotation, London, Jan. 31:—
Spot: 2s. 10¾d. to 2s. 11d. paid.
April to June: 2s. 11d. paid.
Tone of Market: Steady.

January Rubber Outputs

The Shanghai Pahang Rubber Estate, Ltd., 13,137 lbs. Tapping 26 days.

The China Realty Co., Ltd. Secretaries and General Managers report that the output of dry dubber from the Consolidated Rubber Estates (1914) Ltd. for the month of January was 39,620 lbs.

The Anglo-Dutch (Java) Plantations, Limited ..	lbs. 64,500
The New Amherst Rubber Estate, Limited	lbs. 3,760

The Output of dry Rubber from the Sua Manggis Estate for the month of January was 18,544 lbs.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The Stock Exchange re-opened on January 29 after the Chinese New Year Holidays, and since that date the number of transactions recorded are very few indeed. The market continues dull and we see no chance of improvement under present financial conditions. No feature calls for special comment.

BANK OF ENGLAND

Reuter's Service

London, February 1.—According to the Bank of England returns, the proportion of reserve to liabilities is 17 per cent.

Bank rate of discount 5½ per cent.

COTTON MARKET

Reuter's Service

London, February 1.—Today's cotton prices were as follows:—

Mid-American Spot	11.03d.
March-April	10.63d.
October-November	9.94d.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 19th ult. China New Year fell on Tuesday, January 23 and business was suspended for practically the rest of the week.

White Silk.—A couple of purchases before China New Year at Tls. 15 advance has caused Silkmen to open at full rates in spite of the advance in exchange. Buyers however show no interest at present cost.

Tsatlee Filatures.—SSS Mars, 1, Tls. 680. Eagle and Skein 1, Tls. 675.

Steam Filatures.—Some transactions are reported for America on basis of Gold Double Deer 1, 2, Tls. 955 av. Comet Ex. 1, Tls. 880 av. Open size.

Tussah Fillatures 8 coc.—The market has opened very strong, with restricted offering and higher rates wanted:—White Double Elephant 1, 2, Tls. 460 av. Boy and Umbrella 1, Tls. 425. Gold Flying Fish 1, Tls. 420/425.

Launch Services

TOMORROW

The launch conveying passengers to the N.K.K. s.s. Yohyang Maru will leave the Canton Road jetty at 11 p.m.

Shipping Items

The I.-C. s.s. Yusang left Hongkong for Swatow, Foochow and Shanghai on Tuesday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Thursday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The I.-C. s.s. Wingsang left Hongkong for Shanghai via Swatow on Friday.

The I.-C. s.s. Kutsang will leave Hongkong for Shanghai and Kobe on February 8.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai today.

The C.N. s.s. Sunning will leave Hongkong for Shanghai today.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.M. s.s. Feiching left Hongkong for Shanghai on Friday.

The C.M. s.s. Taishun will leave Foochow for Shanghai today.

The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Anhui will leave Hongkong for Shanghai on Feb. 6.

Passengers Arrived

Per C.M. s.s. Kwanglee from Hongkong:—Mrs. McCartuy, Mr. and Mrs. Henry.

Per C.M. s.s. Kiangyu from Hankow:—Mr. and Mrs. Taylor.

Per T.K.K. s.s. Persia Maru from Hongkong:—Mr. James E. Atherley, Mr. Wm. H. Avery, Mrs. J. Avery, Messrs. G. A. Barnum, J. B. Bellamy, R. J. Clark and Foo Ho-chang, Miss Y. B. C. Hamakers, Mr. H. S. E. Hamakers, Mr. David P. Howells, Mrs. Addie H. Howells, Mr. Avery. Hopwood, Mr. N. Ikonnikow, Mrs. E. Ikonnikow, Mrs. R. Ikonnikow, Mr. H. G. Johnson, Mrs. M. E. Levey, Miss Jane Y. MacDearmid, Messrs. M. Matsumoto, M. Nishio, H. Togawa, W. Van den Brook, E. S. Young and Edard B. Zuur.

Per M.M. s.s. Cordillere from Marseilles:—Messrs. Conty and J. Tasso, Mr. and Mrs. Thrithard, Messrs. Robert, Li Kouang, Li Tang, Tsien, Hulard, Blanchard, Lacourt, Belieres and Roguet. From Colombo: —Rev. Jacq. Felly and Mr. B. Pandre. From Singapore:—Mr. J. Tweed, Mr. Van Houten and Mrs. Yisaki. From Haiphong:—Mr. Cordier. From Hongkong:—Messrs. A. G. Stephen and G. S. Gubbay, Miss G. Haris, Mr. F. W. Gibbins, Miss Knox, Mr. Mengel, Mrs. G. Carpenter and 2 infants, Messrs. F. A. Wallis, D. A. Kemp and Yastrokomsky and Sir Domastiques.

Per N.Y.K. s.s. Omi Maru from Japan:—Mr. G. Humnillen, Mr. S. J. Umbreit, Mr. P. M. Basappa, Mr. and Mrs. L. A. Hopkins, Mr. W. H. Steehten.

Passengers Departed

Per N.Y.K. s.s. Yamashiro Maru for Nagasaki:—Mr. K. Yashida, Mr. U. Izawa, Mrs. F. Takahashi, Mr. M. Idzumi, Mr. K. Yamabaki, Mr. M. Ishii. For Moji:—Mr. Z. Hashisamoto, Mr. T. Hiyoshi, Mr. Chang Zej-foo. For Kobe:—Mr. A. Arigoshi, Mr. K. Bam, Mr. S. Kashio, Mr. W. Nogi, Mr. T. Kuga, Mr. C. Okamoto. For Yokohama:—Mr. S. B. Stevensom, Mrs. and Miss B. Honig, Mr. and Mrs. J. K. Hutton, Mr. T. Yora, Mr. K. Hirata and 4 children.

Per M.M. s.s. Porthos for Mersellies:—Rev. Pere Giac.nto Paldacci, Rev. Pere Ricci, Mr. Chin Soon and Mr. Ng Keng-ching. For Colombo: —Mr. Li B. Stewart. From Singapore:—Mr. H. R. Jess and Mr. Wang Tien-boh. For Saigon:—Mr. F. E. M. Boueil, Mrs. Scharzblat and infant and Mr. L. Barbier. For Haiphong:—Wr. Wou Shao-ling. For Hongkong:—Mr. K. Stanley, Mrs. D. F. Mann and infant, Messrs. H. E. Spencer Payne, J. Sauvayre, R. Macgregor, Hai Yu-san, F. W. Maze and A. Alfred Nachbaur, Mrs. J. M. Spradbery and infant, Miss A. Porter, Mr. John Arnold, Mrs. S. Remedios, Mr. R. P. Remedios, Mrs. Lilia Remedios and 2 infants, Messrs. Carlos M. Barradas, Tsong Pie-seng, Heng Wei-guon, J. Mac Veigh and Tan Kun.

OSRAM

G.E.C. LAMPS

are exclusively the product of

British Capital, Labour and Materials

SOLE IMPORTERS FOR CHINA:

THE GENERAL ELECTRIC CO. (OF CHINA), LTD.

HONGKONG-HANKOW-SHANGHAI.

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Money Orders

You can send money in perfect safety to any point in America by a Wells Fargo money order. These orders are payable (upon the usual identification) by every express company in the United States, Canada and Mexico. They can be endorsed freely from person to person, and deposited in a bank.

With the money order, you will be given a receipt which guarantees the refunding of your money in case of loss or theft.

The "Fargo Way" means absolute safety.

Sold at Current Exchange Rates Premiums.

Not over $ 2.50	3 cts.	Not over $ 40	15 cts
" " 5	5 "	" " 50	18 "
" " 10	8 "	" " 60	20 "
" " 20	10 "	" " 75	25 "
" " 30	12 "	" " 100	30

Over $100 at above rates

Wells Fargo & Co Express

WELLS FARGO & COMPANY
No. 8 Kiukiang Road.
(Corner Szechuen Rd.)
Telephone 4241.
Owen Williams,
General Agent.

"WHY AM I ILL?"

AND WHAT IS THE CAUSE?

HOW TO TELL.—Does every cold affect your back, and cause a feeling of chilliness, followed by disturbance of the kidney action? Does the use of spirits or tea or beer excite the kidneys? Are you easily worried and annoyed over trifles? Are the feet and hands cold? Circulation bad? Do the feet and legs swell? Is there a puffiness under the eyes? Do you have rheumatism, poor eyesight, headaches and backaches? Is there gravel, or any unnatural action of the kidneys?

If you have any of the above symptoms, your kidneys are either weak or diseased, and these symptoms are warning of more serious trouble to follow—Bright's Disease or Diabetes

Whatever you do, whatever you *think* your disease is, look well to your kidneys at the *first sign* of anything wrong. Give them just the aid they require in Doan's Backache Kidney Pills, and see how well and fit you feel, after even a few doses. Their effect is marvellous and lasting.

Doan's Bachache Kidney Pills are a never-failing cure for all forms of kidney trouble. They instantly relieve the congested, overworked kidneys, and gradually bring them back to health. Their whole action is on the kidneys and bladder—not on the bowels—and by doing one thing only they do that one thing well.

DOAN'S BACKACHE KIDNEY PILLS

兜安氏秘製保腎丸

BLACK & WHITE

GARNER, QUELCH & CO.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, February 3, 1917.

Money and Bullion

Gold Dollar Bank's buying rate @ 86⅞ = Tls. 1.15 @ 71.9 = $1.60

	Tls.
Mex. Dollars. Market rate	71.575
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1856
Sovereigns:	
Buying rate @ 3/7¼ = Tls.	5.55
Exch. @ 71.9 = Mex. $	7.71
Peking Bar Tls.	288
Native Interest	—

Latest London Quotations

Bar Silver	37 5/16 d.
Bank rate of discount	5½ %
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.80
Ex., N. Y. on London T.T.	$ 476/16
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-7 1/16
London	Demand	3-7 1/16
India (nominal)	T.T.	260
Paris	T.T.	[illegible]
Paris	Demand	501½
New York	T.T.	85⅝
New York	Demand	85⅞
Hongkong (nominal)	T.T.	70
Japan	T.T.	59½
Batavia	T.T.	209

Banks Buying Rates

London..nominal 4 m-s. Cdts.	3-8 1/16
London..nominal 4 m-s. Docy.	3-8 1/16
London..nominal 6 m-s. Cdts.	3-9
London..nominal 6 m-s. Docy.	3-9⅛
Paris nominal 4 m-s.	517
New York....nominal 4 m-s.	88⅞

CUSTOMS HOUSE RATE OF EXCHANGE FOR JANUARY

£1 = Hk. Tls.		5.21
Hk. Tls. 1 =	Francs	5.33
„ „ 1 =	Marks	†4.36
Gold $1 = Hk. Tls.		1.10
Hk. Tls. 1 =	Yen	1.78
„ „ 1 =	Rupees	2.88
„ „ 1 =	Rouble	2.99
„ „ 1 =	Mex.	$1.50

† Nominal.

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, February 3, 1917.

Official

Telephones Tls. 86.00
Anglo-Javas Tls. 10.25
Gulas "L" Tls. 7.50

Sharebrokers Association

Transactions

BUSINESS DONE

Shanghai, February 3, 1917.

Official

Kotas Tls. 10.00 cash
Chemors Tls. 1.60 cash

Direct

Tanah Merah Tls. 1.02½ cash
Tebongs Tls. 21.00 cash
New Eng. Works Tls. 12.50 cash
Ziangbes Tls. 6.00 cash
Anglo-Java Tls. 10.25 cash

New York Bullion Report

New York, December 26.—Mr. S. R. Wagel reports as follows:—

Gold

About $24,400,000 arrived from Ottawa on British account; of this total, $6,500,000 was received in Philadelphia. During the week, $2,500,000 was shipped to Argentina, and $500,000 to Cuba. As a result of the arrangement of the British credit in Japan, the shipments of gold to Japan have stopped temporarily.

The movement of gold of the District of New York, during the week, was as under:

Exports, $2,802,377. Imports, $206,636.

The money market has remained steady, but firm. Most of the call loans were done at about 4½ per cent. The prospects of peace led to very heavy liquidation on the Stock Exchange. Loans were extremely limited, and banks would consider nothing but the best of collateral. The continued arrivals of gold helped to increase the bank surpluses; it is understood that loans are extremely restricted. There was practically no change in the time rates. The situation of the up-country banks also remains unchanged.

The Bank of England lost during the week £758,000. The Bank of France gained 10,612,000 francs; and the Reichsbank gained 114,000 marks.

As in the previous week, the arrivals of gold helped to steady Sterlings, which have remained practically unchanged. Business was of the usual proportions.

There was absolutely no change in francs. The market was very dull.

Marks have had a material advance; and speculation has been rife during the period. At the close, however, there was a slight relapse owing to the limitation of the business possible in this exchange.

Roubles were very weak in the early part of the week, but the peace note of the President helped to advance rates. The market, however, was very uncertain. Lires also shared in the strength, although there was no material change in the rates. Austrian Exchange had a very large advance; but rates were sagging at the close. The Scandinavian Exchanges were all steady, and inclined to improve. Although the tendency was toward firmness, Swiss Exchange and Pesetas were very uncertain.

Silver

There is a holiday feeling in the market, and there will be an active revival in business only in the middle of January. Owing to the reduction in the output, prices are fairly well maintained. As was only to be expected, prices are inclined to recede temporarily.

The stock in Shanghai remains at 26,000,000 ounces; but the exchanges, both in Shanghai and Hongkong are very firm. More silver is expected to be shipped from Shanghai to Bombay during the week.

The Indian market is very dull, and purchases on a large scale are not likely before the middle of January. The Mint is still buying, but the reserves continue to decrease.

The Bank of France lost 8,882,000 francs of its silver reserve.

During the week, 1,000,000 ounces were shipped from San Francisco to Shanghai.

During the week, 810,581 ounces in bar silver and $38,364 worth of Mexican dollars and silver coin were shipped from New York to London.

Raven Trust Co., Ltd.

38 Kiangse Rd., Phone 60

INVESTMENT SECURITIES

If you wish to invest any amount from Tls. 15 up, our service will be of assistance to you.

HOUSE TO LET

18 RUE CORNEILLE, near French Park, 5 large rooms, hot water service, perfect bathrooms and kitchen, large verandah, garden and tennis, to let.

HOUSE FOR SALE

Tls. 25,000 modern 9-roomed house on Route Vallon, hot water, kitchen and pantry tiled and completely furnished, perfect bathrooms with porcelain tubs, lavatories, flush closets, medicine chests, and clothes closets. Bedrooms face south, light, cheerful, with built-in closets. Garden, tennis. Part cash and part on time, if desired.

Raven Trust Co., Ltd.
38 Kiangse Rd. Tel. 60.

The Cathay Trust, Ltd.

Paid-up Capital £220,899

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager.

J. A WATTIE & Co., Ltd.
Secretaries and General Managers,
10 Canton Road, Shanghai.

"Write for—

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Head Office,

The China Mutual Life Insurance Company, Ltd.

10 Canton Road, Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

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Established 20 years.

102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,800,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank, Limited.
The London County & Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme

Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

W. A. HOEHN,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 18,000,000
$33,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
W. L. Pattenden, Esq., Chairman.
S. H. Dodwell, Esq., Deputy [Chairman.
G. T. M. Edkins, Esq.,
C. E. Anton Esq.
C. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.

Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch; 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: Petrograd.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Fur Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong Newchwang	Tsingtau Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Pp Capital	$ 300,000.00
Reserves	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollors, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China.

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

Head Office: Peking.

Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved securities, Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months a the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.

Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminser Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(*Established* 1880.)

Head Office: Yokohama, Japan.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies:

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Head Office:
National City Bank Building
60 Wall Street, New York

London Office:
36 Bishopsgate, E. C.

Capital paid-up...U.S.	$3,250,000.00
Reserve and Undivided Profits	3,931,774.11
U.S.	$7,181,774.11

Branches at:

Bombay	Hongkong	Singapore
Calcutta	Kobe	S. Francisco
Canton	London	Tientsin
Cebu	Manila	Yokohama
Colon (P.C.Z.)	Medellin	Peking
Hankow	Panama	Shanghai

Through its close affiliation with THE NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special service of the Branches of that Institution in Cuba and South America:—BUENOS AYRES, HABANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CUBA, SANTOS, SAO PAULO, VALPARAISO, BAHIA-BRAZIL.

The Corporation transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, and receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT upon terms which can be ascertained on application.

H. C. GULLAND,
Manager.
1a Klukiang Road, SHANGHAI.

Nederlandsche Handel Maatschappij

(Netherland Trading Society.)

Established 1824.
Paid-up Capital—
Guilds 55,000,000 (about £4,583,333)
Reserve Fund—
Guilds 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Bankers:

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital.	Sh. Tls. 5,000,000
Paid-up Capital ..	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL.
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital ..	H.	$2,000,000
Subscribed and Paid-up Capital	H.	$1,357,850
Reserve Fund	H.	$70,000

Head Office:
6, Des Voeux Road, Hongkong.

Shanghai Office: 2, Ningpo Road.

Drafts granted on the Principal Commercial Cities throughout the world, Bills of Exchange bought and received for collection and every description of Banking and Exchange business undertaken.

Interest allowed on Tael Current Accounts at 2% p.a. on daily balance and on Fixed Deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

JUKUUN,
Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	550,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore.	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.

BANK OF COMMUNICATIONS

Paid-up Capital: Kungping Taels 10,000,000

Head Office: Peking.
Fifty Branches and Agencies In China.

SHANGHAI BRANCH

Interest allowed on current accounts and on fixed deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities and every description of Banking and Exchange business transacted.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1. Klukiang Road

Capital (Paid-up).	Yen	15,000,000
Reserves	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO.

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Fukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED.
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General, Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

Sailed from Shanghai

For London etc.		
Carmarthenshire	Dec.	28
Cyclops	„	9
Kamo Maru	„	24
Kashima Maru	„	13
Katori Maru	„	6
Mereinoshire	„	3
Mishima Maru	Jan.	9
Nankin**	Dec.	12
Ningchow	„	26
Novara**	„	24
Oanfa	„	14
Suwa Maru	Jan.	29
Teucer	„	13
Tydeus	„	29
For Marseilles, etc.		
Amazone	Dec.	15
Armand Behic	Jan.	19
Athos	„	2
Ploynesien	Dec.	1
Porthos	Feb.	3
For Vancouver, etc.		
Empress of Japan	Jan.	13
For New York		
Egremont Castle	Nov.	20
Eurymedon	Dec.	23
Kanagawa Maru	Nov.	22
Toyooka Maru	Jan.	31
Tsushima Maru	Dec.	12
For San Francisco, etc.		
Nippon Maru	Jan.	14
Persia Maru	Feb.	3
Shinyo Maru	„	19
Tenyo Maru	Dec.	21
For Seattle		
Hawaii Maru	Jan.	18
Manila Maru	Dec.	13
Mexico Maru	Jan.	7
Shidzuoka Maru	Jan	8
Tamba Maru	Dec.	24

**With English Mail.

Business and Official Notices

ALL MAKES
OF TYPEWRITERS & OFFICE SUPPLIES.
SEE OUR STOCK —— SEND FOR PRICE LIST.
THE OFFICE APPLIANCE CO.
4 CANTON ROAD, SHANGHAI.

ART IN INTERIOR DECORATION
is as essential to the proper ornamentation and furnishing of a dwelling as is architectural skill to the construction of the building itself. No layman would presume to erect a house without employing the services of a professional architect; no more should he venture to furnish and decorate his home without the advice of a specialist in this line. The Shen staff, successfully trained in 22 years, may be consulted for solving such problems.
V. K. SHEN & SON
FURNITURE MANUFACTURERS & DECORATIVE CONTRACTORS
109 Hankow Road. TEL. No. 1710

IN THE UNITED STATES CONSULAR COURT AT SHANGHAI, CHINA.

IN RE ESTATE OF HENRY AUGUST JAEGER, DECEASED } ADMINISTRATION

NOTICE

The undersigned having been duly appointed to act as the administrator of the above entitled estate, notice is hereby given to all persons having claims against the said estate to present the same with proper vouchers to the said administrator within six months from the date of this notice; and that all persons indebted to the said estate are requested to forthwith make payment to the said administrator.

Dated, January 17, 1917,
M. L. HEEN,
Administrator.
1 Soochow Road.
Shanghai, China.
12422

War Loans Investment Trust of Malaya.
(Incorporated in the Federated Malay States)

CAPITAL $6,000,000
In shares of $10 each (Straits currency) full paid

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.
The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.
12383

SECOND RUSSIAN 5½% WAR LOAN, 1916.
Issued at 95%.
THE Russo-Asiatic Bank in China, Japan and Bombay accepts, up to the 13th of February, orders for the above War Loan on the same conditions as formerly.
12447

ASTOR HOUSE HOTEL,
TIENTSIN.
Cable Address: ASTOR.
The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.
Spacious and Luxurious Dining and Reception Rooms.
Comfortable Bedrooms with Bath; Double, Single or En Suite.
First-Class Cuisine and Selected Cellar, under Foreign Supervision.
Central Heating, Electric Light, Modern Sanitary Arrangements.
Hotel Motor-Omnibus and Porters meet all Trains and Boats.
THE MANAGEMENT.

Carpets and Rugs
MADE TO ORDER
Carpets and rugs of every description manufactured. Only Expert Workmen of Peking and Tientsin employed. Newest patterns and most artistic designs. Materials guaranteed to be of the best quality. Only the best Chinese colour, which remains ever fresh and will never fade, is used. Our goods have already established a wide reputation. Our factory is run on modern lines in every way, and we believe it is the first of its kind in Shanghai. Prices have been lowered. Foreign orders from abroad are solicited.
HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs
French Concession.

The Geographical and Topographical Society OF CHINA
8B PEKING ROAD
(Opposite Chinese Post Office)
Following works now in preparation:
1. The NEW PLAN OF PEKING with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF CHIHLI PROVINCE which will be included.
2. THE WHANGPOO RIVER, WHARF AND GODOWN PLAN, which will be used in connection with a Block Book of individual wharf and godown plans, published in conjunction with this work.
3. The NEW PLAN OF CANTON with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF KWANGTUNG PROVINCE.
4. THE GREAT ATLAS OF CHINA scale ONE INCH TO A MILE, compiled especially with the support of the members (Honorary) of the above Society.

3,000 YARDS
Norwood Gauze!!!
Perfectly absorbent and odorless.
Prepared especially for Hospitals' and Surgeons' use.
In pieces of 60 yards.
Stocked in 4 Qualities
by
H. G. HILL & Co.
129 North Soochow Road
(2 doors from General Hospital)

Canada "Witch" Company Products.
Just landed. Soot Destroyer. Plate Powder.
Disinfecting Powder. Wall-paper Cleaner.
Cloudy Ammonia.
CANADIAN IMPORT CO.
18 Chaoufoong Road,
Tel. 1797.

Russian Lady Dentist
20 Nanking Road
Miss Gauhman begs to announce the opening of her most up-to-date dental parlor, at 20 Nanking Road, where she will undertake all kinds of dental work. Reasonable terms and satisfaction guaranteed.
Time: 9 to 12——2 to 6.
12281

The Sparklis Aerated Water Factory, Ltd.
The Certificate for 44 shares Nos. 1/40 & 137/140 in this Company, standing in the name of Wong Park-sang (黃柏生) of Shanghai, has been lost, and if at the expiration of a fortnight from the date hereof the above document be not forthcoming, another Certificate for the said shares will be issued by the Company and thereafter no other will be acknowledged.
Shanghai, Jan. 17th, 1917.
The Eastern Syndicate,
General Managers.

INTERNATIONAL SAVINGS SOCIETY
A French Public Savings Company
Head Office: SHANGHAI
1 bis, AVENUE EDOUARD VII
(Yangkingpang)
Savings are the Making of all Great Nations
If you will not save yourselves, we will do it for you.
You pay us monthly 12 dollars, and we guarantee you a capital of at **least two thousand dollars,** after 13 years and 10 months payments.
Our bonds **have a surrender and loan value after two years,** the same as Life Insurance policies,
BUT
We give you a
Further Advantage viz.,
Our Monthly Drawings
which give you **an opportunity** to **get every month** a return of from **$12** to **$2,000.**
AUDIT
A continuons daily audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant.
For full particulars, apply to the Head Office.
J. BEUDIN & M. SPEELMAN,
General Manager.

Hydrophobia and Rinderpest
for
Precautional Injections
Apply to:
VETERINARY SURGEON
DR. S. NAKANISHI,
YA 4 Barchet Road.
Special Contracts for the treatment of all Cattle Diseases.
Telephone 611 11704

M. CHING CHONG
Proprietor, **Yeh Mei-Ching**
Hardware and Metal Merchants
Government Contractors
Materials of every description for Engineering
Naval and Marine Stores always in stock
Our entire stock is from well-known manufacturers, and our prices are moderate
Sole Agent for
The Chee Hsin Cement Co., Ltd.
For further information, please apply to—
66-69 North Soochow Road, Shanghai.
Tel. Gen. office No. 2971
Tel. Pri. office No. 4385

Sam Joe & Co.
General Storekeepers, Grocers, Wine and Spirit Merchants.
Our goods are always absolutely fresh, being imported weekly from well-known manufacturers.
"American" fresh fruit always in stock
Prices very moderate
Prompt attention given to all orders
Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.
All kinds of Chinese and Japanese coal sold by us also.
A1114 Broadway
Telephone No. 1095.
SHANGHAI

BENJAMIN, AND POTTS SHARE LIST
Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$660
Chartered	£59 10s.
Russo-Asiatic	R. 250.
Cathay, ordy	Tls. 5
Cathay, pref.	Tls. 5
Marine Insurances	
Canton	Tls. 375
North China	Tls. 152½
Union of Canton	$945.
Yangtsze	$257½
Fire Insurances	
China Fire	$155
Hongkong Fire	$375
Shipping	
Indo-China Pref.	Tls. 128
Indo-China Def.	
"Shell"	106s.
Shanghai Tug (o)	Tls. 18½
Shanghai Tug (f)	Tls. 50 S.
Kochien	Tls. 35
Mining	
Kaiping	Tls. 9.60
Oriental Cons.	30s. 6d.
Philippine	Tls. 1.
Raub	$2.40
Docks	
Hongkong Dock	$126½
Shanghai Dock	Tls. 87
New Eng. Works	Tls. 12¼
Wharves	
Shanghai Wharf	Tls. 82
Hongkong Wharf	Tls. 85 B.
Lands and Hotels	
Anglo-French Land	Tls. 87
China Land	Tls. 50
Shanghai Land	Tls. 86
Weihaiwei Land	Tls. 3.
Central Stores	$8½ B.
China Realty (ord.)	Tls. 50.
China Realty (pref.)	Tls. 50.
Cotton Mills	
E-wo	Tls. 158½
E-wo Pref.	Tls. 105
International	Tls. 72
International Pref.	Tls. 68
Laou-kung-mow	Tls. 80
Oriental	Tls. 44
Shanghai Cotton	Tls. 116
Kung Yik	Tls. 14.10
Yangtszepoo	Tls. 6½
Yangtszepoo Pref.	Tls. 101
Industrials	
Butler Tile	Tls. 23
China Sugar	$128 S.
Green Island	$11.60 B.
Langkats	Tls. 20 B.
Major Bros.	Tls. 5
Shanghai Sumatra	Tls. 165
Stores	
Hall and Holts	$15½ S.
Llewellyn	$60
Lane, Crawford	$91 B.
Moutrie	$35
Watson	$6¾ B.
Weeks	$18 S.
Rubbers (Local)	
Alma	Tls. 12½
Amherst	Tls. 1½
Anglo-Java	Tls. 10¼ B.
Anglo-Dutch	Tls. 5½
Ayer Tawah	Tls. 38
Batu Anam 1913	Tls. 1.60
Bukit Toh Alang	Tls. 5.10
Bute	Tls. 1.70
Chemor United	Tls. 1.60 B.
Chempedak	Tls. 15½
Cheng	Tls. 3 B.
Consolidated	Tls. 3¼ B.
Dominion	Tls. 11¾ B.
Gula Kalumpong	Tls. 7½
Java Consolidated	Tls. 21
Kamunting	Tls. 7
Kapala	Tls. 1.10.
Kapayang	Tls. 30
Karan	Tls. 16.
Kota Bahroes	Tls. 10¾
Kroewoek Java	Tls. 20½
Padang	Tls. 16.20
Pengkalan Durian	Tls. 10
Permata	Tls. 4½
Repah	Tls. 1.60
Samagagas	Tls. 1.07½
Seekee	Tls. 7½
Semambu	Tls. 1.60
Senawang	Tls. 15½
Shanghai Klebang	Tls. 1.20
Shanghai Malay	Tls. 8
S'hai Malay-Pref.	Tls. 13.
Shanghai Pahang	Tls. 1.60 B.
Sungala	Tls. 1.60
Sungei Duri	Tls. 11¾
Sua Manggis	Tls. 6¾
S'hai Kalantan	Tls. 1.20
Shanghai Seremban	Tls. 1 S.
Taiping	Tls. 2½
Tanah Merah	Tls. 1
Tebong	Tls. 20½ B.
Ulobri	Tls. 2 B.
Ziangbe	Tls. 6 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110
Culty Dairy	Tls. 10 S.
S'hai Elec. and Asb.	$ 2
Shanghai Trams	Tls. 83
Shanghai Gas	Tls. 22
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30.
S'hai Telephone	Tls. 85½ B.
S'hai Waterworks	Tls. 265

S., Sellers. Sa., Sales. B., Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. 398.

LANGKAT DAILY OUTPUT
The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:
"The output of crude oil for February 2 was 91 tons."

AMUSEMENTS

APOLLO THEATRE
Programme for February 4th.
TONIGHT LAST NIGHT TONIGHT
"THE HIGH HAND"
From the Novel by Jacques Futrelle, the famous author, who lost his life on the "Titanic"
AN INSPIRING ROMANCE OF
LOVE, POLITICS, CAPITAL AND LABOUR
In Six Parts, featuring
CARLYLE BLACKWELL, "The Adonis of the Movies,"
NEVA GERBER, a young and beautiful cinema star.
THE TROPICAL HAWAIIAN GLEE CLUB
will render a selection of
HAWAIIAN MELODIES
Tonight
(a) Aloha Hawaii (b) Kuwaii Medley
(c) Manao Healoha (d) Kohala March
(e) Good-Bye, Shanghai Town
Also at the matinee this afternoon
ALSO
Pathe's British and American Gazettes
depicting latest events of interest
"HIS INITIATION"
Humorous Comedy

TOWA CINEMA THEATRE
Corner of Woochang and Chapoo Roads.
PROGRAMME
for
Monday, Tuesday & Wednesday, 5th, 6th & 7th Feb.
"THE MASTER-KEY."
The greatest of all serials. Full of Romance and Adventure. Thrilling scenes, Daring Exploits. Chock-full of Mystery.
1st and 2nd Episodes.
ALSO SHOWING:
One Fine Drama, One Keystone, And One Other Interesting Picture.
ON THURSDAY NEXT, TWO EPISODES OF "ADVENTURES OF DOMINICA" WILL BE SHOWN.
Dress Circle Seats..... 30 cts. only

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, FEBRUARY 4, 1917

Date and Place	For	China	British	French	Ger.	U.S.A	Russian	Japan	Registd
Today									
River Ports	Kiangfoo	9.00	..	..	..	..	..	..	9.00
Hongkong and Canton		7.30*	..	..	..	..	..	..	7.00*
Europe via Suez		7.00*	..	..	..	..	..	..	7.00*
Weihaiwei, Chefoo and Tientsin	Fengtien	8.30*	..	..	..	..	..	..	5(3rd)
Tomorrow.									8.00*
Europe via Siberia	Via Pukow	x9.00	..	c8.00	..	..	6.00	..	5.30
Hongkong and Canton	Chenan	9.00	..	4.30	..	..	4.30	5.00	9.00
River Ports	Kiangyu	9.00	..	..	..	..	..	..	9.00
Hongkong		..	5.00	..	..	..	..	..	
Chinwangtao	Proteus	9.00	..	..	..	..	..	..	9.00
Swatow		..	5.00	..	..	..	..	..	
Chinwangtao	Kwangping	noon	..	..	..	..	..	..	9.00
Swatow	Koonshing	.30*	..	..	..	..	..	..	11.30*
Hongkong and Canton	Kashing	9.00	..	4.30	..	..	..	..	8.00*
Hongkong and Canton	Kwanglee	9.00	..	4.30	..	..	4.30	5.00	9.00
Ningpo		..	3.00	..	..	..	4.30	5.00	9.00
Tientsin		..	5.00	..	..	..	..	..	..
Tientsin		..	noon	..	..	..	..	..	..
Hankow		..	5.00	..	..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe via Suez		..	5.00	..	..	..	..	..	..
Tuesday, February 6.									
Japan via Nagasaki	Omi maru	..	..	..	..	..	..	c9.30*	..
Japan ports	Omi maru	8.30*	..	..	..	..	..	..	..
Hankow		..	5.00	..	..	..	..	..	5(5th)
Europe via Siberia (Express)	Via Pukow	..	7.00*	..	..	..	..	..	..
River Ports	Tuckwo	9.00	..	..	..	..	..	..	5(5th)
Tsingtao, Manchuria via Dalny	Sakaki maru	9.00*	..	..	..	..	..	..	9.00
Wednesday, February 7.									8.30*
Europe via Siberia	Via Pukow	x9.00	..	c8.00	..	..	6.00	..	5.30
Foochow	Keelung maru	9.00	5.00	5.00	..	..	5.00	5.00	9.00
Swatow, Hongkong and Canton	Wingsang	9.00	..	4.30	..	..	4.30	5.00	9.00
Swatow and Hongkong		..	5.00	..	..	..	..	..	..
Thursday, February 8.									
Japan via Moji	Kumano maru	..	..	..	..	..	..	..	..
Japan Ports	Kumano maru	9.30*	..	..	..	..	..	c10.30*	10.00*
Friday, February 9.									9.00*
San Francisco via Japan & Honolulu	China	3.30	..	..	..	..	..	..	3.00
Saturday, February 10.									
Japan via Nagasaki	Santo maru	..	..	..	..	..	..	x11.30*	10.00*
Europe via Siberia	Via Pukow	..	..	c8.00	..	..	..	..	..

The asterisk (*) denotes a.m.
C Mail closed 8 to 8.30 p.m. Registration 8.30 p.m.
E Registration 8.30 p.m. Supplementary mail closed at 7 a.m.
G Registered articles 8.30 p.m. on previous day. Letters and boxes with declared value 8.30 p.m. on previous day. Parcels 4 p.m. and money orders 3 p.m. on previous day.
I Letters and boxes with declared value 10 a.m. Parcels and money orders 9.30 a.m.
K Letters and boxes with declared value 11 a.m. Parcels and money orders 10.30 a.m.

British Post office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A Supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursdays and Sundays at 7 a.m.

Japanese Post Office:—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

German Post Office.—Mails for Chinkiang, Nanking and Hankow close every day at 11 a.m. and 2 p.m. and for Tsinanfu, Tientsin and Peking, via Pukow, at 9 p.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration to 5 p.m. at the Russian post office.

Local Outport Mails

Permanent Notice

Destination. Shanghai-Nanking Railway.	Mails Close Daily. a.m.	p.m.
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00	—
Soochow, Wusih, Chinkiang, Nanking and all intermediate places	7.30	—
Nanziang & Kiatinghsien.	8.00	—
Soochow, Wusih, Changchow, Chinkiang, Nanking and all River ports	11.30	—
Soochow, Wusih, Changchow and Intermediate places	2.30	—
Nanziang & Kiatinghsien.	4.30	—
Soochow, Wushih, Changchow, all River Ports and North China	9.00	—
Shanghai-Hangchow Railway.		
Sinchwang, (Tsipao and Szeking) Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tangsi) and Hangchow (also Huchow).	6.30 and 8.00	daily.
Shanghai-Hangchow Train.		
Sinchwang, Sungkiang, Fengking, Kashan, Kashing (and Tangsi), Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaoshing and Sioashan)	1.00	
Shanghai-Woosung Train.	Close Daily.	
Woosung (also Paoshan, Kiangwan & Tachang).	6, 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m.	
Sunkiang, Kashing, Hangchow and intermediate places	3.00	
Ningpo, Chenhai and Wenchow via Ningpo, Shanghai-Hanchow train, 2 p.m., Sundays only.		

Steamer.	Mails close daily except Sunday. a.m.	p.m.
Ningpo, Chenhai and Wenchow		3.30
Launch	close daily. a.m.	p.m.
Tsungmi and Paochen	7.00	2.00
	10.45	5.00
Pehsinchen, Chakiang, Pinghu, & Chungku	3.00	
Minghong and Nankiao	2.00	
	11.00	
Hunchow, Nanxing and Linghu	11.00	
Minghong and Wukahong, Nankiao	3.00	
	11.00	
Haimenting and Miaochen	7.00	5.00
	10.45	3.30
Chowpu	11.00	
Tatwan, Nankwei, Fenghsien and Sinchang	3.00	
Tachang	7.00	
	11.00	
Courier.		
Kiangnan Arsenal	8, 9, 10, 11 a.m. 12 noon. 2, 3, 4, 6 p.m.	
Siccawei & Tsipao	8, 9, 10, 11 a.m. 12 noon.	
Chwansha	7.00	
	2, 3, 4, 6 p.m.	
Foot Boat.		

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Feb 7	..	Tacoma etc.	Canada maru	Jap.	A. T. Co.
9	..	San Fancisco	China	Am	C. M. S. S. Co
12	noon	Seattle, Victoria etc.	Awa maru	Jap.	N. Y. K.
13	P.M.	Vancouver B.C.	Monteagle	Br.	C. P. O. S.
16	..	San Francisco	Korea maru	Jap.	A. T. Co.
18	P.M.	Vancouver B.C.	Empress of Asia	Br.	C. P. O. S.
19	6.30*	Seattle, Victoria etc.	Yokohama maru	Jap.	N. Y. K.
Mar 1	..	San Francisco	Siberia maru	Jap.	A. T. Co.
4	..	San Francisco	Venezuela	Am.	P.M.S.S. Co.
9	..	San Francisco	Tenyo maru	Jap.	A. T. Co.
11	..	Seattle, Victoria etc.	Tamba maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Feb 4	..	Kobe & Yokohama	Cordillere	Fr.	Cie M. M.
4	9.30*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K
6	10.30*	Nagasaki, Kobe & Yokohama	Omi Maru	Jap.	N. Y. K
7	D.L.	Kushiro	Pakhoi	Br.	B. & S.
8	11.30*	Kobe & Osaka	Kumano maru	Jap.	N. Y. K.
9	..	Nagasaki, Kobe & Yokohama	China	Am.	C. M. S. S. Co.
9	3.00	Nagasaki	Poltava	Rus.	R.V.F.
10	..	Kobe and Yokohama	Iyo maru	Jap.	N. Y. K.
10	..	Nagasaki, Moji & Kobe	Santo maru	Jap.	N. Y. K.
12	noon	Yokohama, etc.	Awa maru	Jap.	N. Y. K.
13	..	Moji, Kobe & Yokohama	Monteagle	Br.	C. P. O. S.
13	..	Nagasaki, Kobe & Yokohama	Chikugo maru	Jap.	N. Y. K.
15	..	Kobe & Osaka	Chikuzen maru	Jap.	N. Y. K.
16	..	Nagasaki, Kobe & Yokohama	Korea maru	Jap.	A. T. Co.
17	..	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N. Y. K.
18	..	Nagasaki, Kobe & Yokohama	Empress of Asia	Br.	C. P. O. S.
19	6.30*	Moji, Kobe & Yokohama	Yokohama maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC,

Feb 11	noon	London etc.	Atsuta maru	Jap.	N. Y. K.
14	..	London	Tsuruga maru	Jap.	N. Y. K.
23	..	Marseilles etc.	Cordillere	Fr.	Cie M. M.
25	noon	London etc.	Hitachi maru	Jap.	N. Y. K.
Mar 2	..	Genoa etc.	Glenamoy	Br.	Glen Line
4	..	London etc.	Iyo maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Feb 4	D.L.	Swatow & Hongkong	Tamsui	Br.	B. & S.
4	D.L.	Hongkong & Canton	Yingchow	Br.	B. & S.
4	D.L.	Swatow	Koonsoing	Br.	J.M. & Co.
5	4.00	Ningpo	Hsin Peking	Br.	B. & S.
6	4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
6	A.M.	Hongkong & Canton	Kwanglee	Chi.	C.M. S. N. Co.
6	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
6	D.L.	Hongkong & Canton	Kashing	Br.	B. & S.
8	11.00*	Takao, Foochow via Keelung	Keelung maru	Jap.	N.K.K.
8	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
8	D.L.	Swatow, Hongkong, Canton	Wingsang	Br.	J. M. & Co.
11	D.L.	Hongkong & Canton	Anhui	Br.	B. & S.
18	D.L.	Hongkong & Canton	Sunning	Br.	B. & S.
13	..	Hongkong via Manila	Venezuela	Am.	P. M. S. S. Co.
25	12.30	Hongkong	Tamba maru	Jap.	N. Y. K.
27	..	Hongkong	Empress of Japan	Br.	C.P.O.S.

FOR NORTHERN PORTS

Feb 4	10.00*	Weihaiwei, Chefoo, Tientsin	Fengtien	Br.	B. & S.
6	9.00*	Dalny	Kohoku maru	Jap.	N.K.K.
6	11.00	Dalny	Sakaki maru	Jap.	S. M. R.
8	5.00	Tsingtao	Ono maru	Jap.	S. M. R.
9	3.00	Vladivostock	Poltava	Rus.	R. V. F.
9	..	Dalny	Isshin maru	Jap.	S. M. R.
9	11.30*	Tsingtao and Dalny	Kobe maru	Jap.	S. M. R.
9	D.L.	Dalny	Kingsing	Br.	J. M. & Co.
11	9.00*	Tsingtao	Tencho maru	Jap.	S. M. R.

FOR RIVER PORTS

Feb 4	M.N.	Hankow etc.	Kiangtoo	Chi.	C.M.SN. Co.
4	D.L.	do	Kansu	Br.	B. & S.
5	M.N.	do	Kiangyu	Chi.	C.M.S.N.Co.
5	D.L.	Wuhu	Hanyang	Br.	B. & S.
5	M.N.	Hankow etc	Yohyang maru	Jap.	N.K.K.
5	M.N.	do	Kutwo	Br.	J. M. & Co.
6	M.N.	do	Lueny i	Br.	B. & S.
6	M.N.	do	Tuckwo	Br.	J. M. & Co.
7	M.N.	do	Kiangyung	Chi.	C.M.S.N.Co.
7	M.N.	do	Poyang	Br.	B. & S.
8	M.N.	do	Kiangwah	Chi.	C.M.S.N. Co.
9	M.N.	do	Loongwo	Br.	J. M. & Co.
9	M.N.	do	Tungting	Br.	B. & S.
10	M.N.	do	Ngankin	Br.	B. & S.
11	M.N.	do	Kiangkwan	Chi.	C.M.S.N. Co.
12	M.N.	do	Luenho	Br.	J. M. & Co.
12	M.N.	do	Kianghsin	Chi.	C.M.S.N. Co.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Feb 3	Ningpo	Kiangteen	2012	Chi.	C.M.S.N Co.	KLYW
Feb 3		Kansu	1864	Br.	B. & S.	WTW
Feb 3	Hongkong	Persia maru	7974	Jap.	A. T. Co.	Woosung
Feb 3	Hongkong	Cordillere	6607	Fr.	Cie M. M.	SMRW
Feb 3	Port Arthur	Chelia maru	1734	Jan.		
Feb 3	Japan	Omi maru	222	Jap.	N. Y. K.	NYKW
Feb 3		Eurybates	3507	Br.	B. & S.	
Feb 3		Telamon	4509	Br.	B. & S.	
Feb 3	Foochow	Kohoku maru	628	Jap.	N.K.K.	LPDW
Feb 3	Hankow	Kiangyu	1490	Chi.	C.M.S.N. Co.	KLYW
Feb 3	Hankow	Yohyang maru	1917	Jap.	N.K.K.	NYKW
Feb 3	Hongkong	Kwanglee	1268	Chi.	C.M.S.N.Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Feb 3	Hankow etc.	Wuchang	1719	Br.	B. & S.
3	Hankow etc.	Fengyang maru	2808	Jap.	N.K.K.
.. 3	Chinwangtao	Kwangping	1244	Br.	K.M.A.
.. 3	Japan	Myogisan maru	1741	Jap.	M. B. K.
3	Japan	Niigata maru	2184	Jap.	N. Y. K.
.. 3	Marseilles etc.	Porthos	7338	Fr.	Cie M. M.
3	Chinwangtao	Shinfoo	1323	Chi.	K. M. A.
.. 3	Hankow	Tseangtah	475	Br.	C.I. & E.L. Co.
.. 3	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
KNB	Jan. 30	Cruise	Cincinnati	Am cru.	3213	10	314	Fewel
BdOBI	Nov. 20	Cruise	Helena	Am g-b.	1392	8	159	Brotherton
PND	Nov. 8	Cruise	Monocacy	Am g-b.	190	2	47	Carter
ODW	Dec. 16	Cruise	Wilmington	Am g-b.	1392	8	159	Chadwick

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangfoo, Capt. A. S. Malcolm, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str. Yohyang Maru, Captain A. E. Inwood, will be despatched from the Pootung N. K. K. Wharf on Monday, Feb. 5 at about 12 o'clock midnight. This steamer has extra spacious Staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Steamer Kutwo tons 2664 Captain Gibb, will leave on Monday, the 5th instant, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Str. Kiangyu, Capt. F. Carlson, will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Steamer Tuckwo tons 3770 Captain Philip, will leave on Tuesday, the 6th instant, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s s.s. Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, Feb. 6, at about 12 o'clock midnight. This steamer has extra staterooms, (steam heaters), Smoking Room, and all the conveniences usually found in a first class Mail Steamer. An excellent table is provided. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Co.'s Str. Tachang Maru, Captain K. Takeshita, will be despatched from the Pootung N.K.K. Wharf on Tuesday, Feb. 6 at about 12 o'clock midnight. This steamer has extra spacious Staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s s.s. Poyang, Captain Carnaghan, will leave from the French Bund on Wednesday, the 7th inst., at about 12 o'clock midnight. This steamer has extra large staterooms, (steam heaters), Smoking Room, and all the conveniences usually found in a first class Mail Steamer. An excellent table is provided. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s s.s. Fengtien, Captain McIntosh, will leave from the French Bund on Sunday, February 4, at 10 a.m. This steamer has extra large staterooms, (steam heaters), Smoking Room, and all the conveniences usually found in a first class Mail Steamer. An excellent table is provided. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO direct, taking through cargo for TIENTSIN.—The Kailan Mining Administration Chartered s.s. Proteus February 5. For Freight or Passage, apply to Agent, No. 1 Jinkee Road Tel. No. 319.

DALNY.—The Indo-China Steam Navigation Co.'s Steamer Kingsing, Captain Meyrick, will leave on Friday, the 9th instant, at daylight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers Tel. No. 240.

For Southern Ports

SWATOW and HONGKONG.—The China Navigation Co.'s s.s. Tamsui, Captain J. A. McCulloo, will leave on Sunday, the 4th inst., at daylight For Freight or Passage, apply to Buttefield and Swire, Agents. Tel. No. 77.

SWATOW. — The Indo-China Steam Navigation Co.'s Steamer Koonshing, Captain Wright, will leave on Sunday, the 4th instant, at daylight. For Freight or Passage, apply to Jardine, Matheson and Co.'s Ltd., General Managers Tel. No. 240.

NINGPO.—The China Navigation Co.'s s.s. Hsin Peking, Captain A. Stott R.N.R., will leave from the French Bund on Monday, the 5th inst., at 4 p.m. This steamer has extra large staterooms, (steam heaters), Smoking Room, and all the conveniences usually found in a first class Mail Steamer. An excellent table is provided. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The Str. Kwanglee, Capt. A. P. Sangster, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s s.s. Chenan, Captain H. A. Wavell, will leave from the French Bund direct for the above ports on Tuesday, Feb. 6, at daylight. This steamer has extra large Staterooms (steam heaters), and all the conveniences usually found in a first class Mail Steamer. An excellent table, is provided. Passage Money, Shanghai to Hongkong, $50.00 single and $80.00 return Shanghai to Canton $55.00 single and $85.00 return. Return tickets are available for six months. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s s.s. Kashing, Captain G. Byers will leave on Tuesday, the 6th inst., at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

SWATOW, HONGKONG AND CANTON.—The Indo-China Steam Navigation Co.'s Steamer Wingsang, Captain Morrison, will leave on Thursday, the 8th instant, at daylight. For Freight or Passage, apply to Jardine, Matheson and Co.'s Ltd., General Managers Tel. No. 240.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s s.s. Sinkiang, Captain Benson, will leave from the French Bund direct for the above ports on Thursday, the 8th inst., at daylight. This steamer has extra large Staterooms (steam heaters), and all the conveniences usually found in a first class Mail Steamer. An excellent table, is provided. Passage Money, Shanghai to Hongkong, $50.00 single and $80.00 return Shanghai to Canton $55.00 single and $85.00 return. Return tickets are available for six months. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

Siccawei Weather Report

2.—The anticyclone is still prevailing over central China, but the barometers are slightly to moderately falling in the North, the West and the South of China. Weather overcast in the Yangtze Valley and in the South.

3.—Fine, cold night. Hoar frost. Calm, misty, cloudy weather in the morning.

Saturday, February 3, 1917.

WEATHER.	4 a.m.	9 a.m
Bar. at Centg., mm	766.85	766.84
" " inches	30.19	30.19
Variation mm. for 24 h	-4.12	†4.48
Variation mm. for 12 h	†1.32	†1.38
Wind Direction	SSW	S
Wind Kilom per hour	20	15
Wind Miles	12.4	9.3
Temperature Cen	2.°5	3.°6
Temperature Fahr	27.5	38.5
Humidity: co	95	68
Nebulosity 5-10	1	1
Rainfallmm.	—	—
Rainfallinches		—

C. N. C.
CHINA NAVIGATION CO., LTD.

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FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.
*The s.s. Wuchang is especially fitted to handle heavy lifts.
Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connecting at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien, and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m.

The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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Passage: Telephone No. 401.

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S.S. "Venezuela" .... Feb. 13	Mar. 4
S.S. "Ecuador" ..... Mar. 12	Mar. 31
S.S. "Colombia" ..... Apr. 6	Apr. 25

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The Safety and Comfort of Passengers our first consideration.
Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

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Largest and most luxurious ships on the Pacific.
30,625 tons, quadruple screws, speed 21 knots.

SAILINGS FROM SHANGHAI (subject to change) 1917	SAILINGS FROM SHANGHAI 1917
MONTEAGLE .....13 Feb.	EMPRESS OF RUSSIA..12 May
EMPRESS OF ASIA....17 Feb.	EMPRESS OF JAPAN..26 May
EMPRESS OF RUSSIA..17 Mar.	EMPRESS OF ASIA... 9 June
EMPRESS OF JAPAN..31 Mar.	MONTEAGLE .....27 June
EMPRESS OF ASIA ....14 April	EMPRESS OF RUSSIA. 7 July
MONTEAGLE .....18 April	EMPRESS OF JAPAN..21 July

For further information, sailings, etc., please apply to
J. R. SHAW, General Agent, Passenger Dept.
L. E. N. RYAN, Agent.
Corner of Peking and Yuen Ming Yuen Roads,
Tel. 181 and 182 Shanghai.

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PROPOSED SAILINGS FOR SAN FRANCISCO

S.S. "KOREA MARU"	18,000 Tons.	Feb. 16	1917
" "SIBERIA MARU"	18,000 "	Mar. 1	"
" "TENYO MARU"	22,000 "	" 9	"
" "NIPPON MARU"	11,000 "	" 23	"
" "SHINYO MARU"	22,000 "	April 5	"
" "PERSIA MARU"	9,000 "	" 19	"
" "KOREA MARU"	18,000 "	May 1	"
" "SIBERIA MARU"	18,000 "	" 15	"
" "TENYO MARU"	22,000 "	" 26	"
" "NIPPON MARU"	11,000 "	June 8	"
" "SHINYO MARU"	22,000 "	" 22	"

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EUROPEAN LINE.

Regular Fortnightly Service calling at Yokohama, Kobe, Moji, Shanghai, Hongkong, Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe, London.

	Tons.		
ATSUTA MARU	16,000	Capt. K. Itsuno,	Feb. 11
HITACHI MARU	13,500	Capt. S. Tominaga,	Feb. 25
IYO MARU	12,500	Capt. S. Takano,	Mar. 4

CARGO SERVICE TO LONDON

TSURUGA MARU	15,000	Capt. S. Shibata,	Feb. 17

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

AWA MARU	12,500	Capt. K. Hayashi,	Feb. 12, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	Feb. 19, 1917
TAMBA MARU	12,500	Capt. K. Akamatsu,	Mar. 11, 1917

KOBE TO SEATTLE. From Kobe.

SADO MARU	12,500	Capt. K. Shinohe,	Feb. 9, 1917

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

OMI MARU	7,000	Capt. M. Machida,	Feb. 6
SANTO MARU	4,100	Capt. Y. Nakajima,	Feb. 10
CHIKUGO MARU	5,500	Capt. Y. Yui,	Feb. 13
YAWATA MARU	7,000	Capt. K. Yasuhara,	Feb. 17
HAKUAI MARU	5,000	Capt. K. Takano,	Feb. 20

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	Feb. 8, 1917
CHIKUZEN MARU	5,500	Capt. K. Miyasawa,	Feb. 15, 1917

FOR JAPAN.

IYO MARU	12,500	Capt. S. Takano,	Feb. 10, 1917
AWA MARU	12,500	Capt. K. Hayashi,	Feb. 12, 1917

FOR HONGKONG.

TAMBA MARU	12,500	Capt. K. Akamatsu,	Feb. 25, 1917

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

		Leave Hongkong.	
AKI MARU	12,500	Capt. K. Yoshikawa,	Feb. 13, 1917
TANGO MARU	14,000	Capt. K. Soyeda,	Mar. 20, ,,
NIKKO MARU	10,000	Capt. K. Takeda,	Apr. 17, ,,

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

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CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ = Midnight, 1330 = 1³⁰ p.m.

Septem er 1st, 1916 and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B. s.	Mail 102 B. s.
2035	815	300	0	dep. Peking arr.	2244	1930	1120
2345	1112	635	. .	arr. Tientsin-Central dep.	1985	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1655	710
000	1125	650	. .	arr. Tientsin-East dep	1920	1645	700
1910	520	2340	521	arr. Mukden dep	204	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1950
725	1140	—	2.71	arr. Tientsin Central dep.	—	1655	1940
745	1200	—	78	dep. Tientsin-Central arr.	—	1611	1911
1133	1500	—	148	dep. Tsangchow dep.	—	1322	1558
1457	1746	—	148	dep. Techow dep.	—	1048	1158
1801	2021	—	—	arr. Tsinanfu dep.	—	806	845
7.	:	—	220	:	—	:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1089	223	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—	318	arr. Yenchowfu dep.	—	349	1311
1315	048	—	318	dep. Yenchowfu arr.	—	339	1256
1556	316	—	377	dep. Lincheng dep.	—	120	1032
1816	450	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	:	—	420	:	—	:	0.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2057
1156	833	—	523	arr. Pengpu dep.	—	1953	1422
1206	840	—	—	dep. Pengpu arr.	—	1946	1412
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	681	arr. Pukow dep.	—	1530	728

Express 16 B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1420	. .	. .	dep. Nanking arr.	. .	1415	650
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu-Tsiaingchow Branch Line						Lincheng-Tsochuang Branch Line					
930	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1455	2234	a. Tsaingchow d.	528	1125	1858	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Making Ready for an Artillery Offensive

Preparing artillery, even though it be of light calibre, for an extensive attack, is no small job. Here artillerymen are seen preparing the position for an artillery offensive against the German forces on the western front.

376-MILE TRIP AFOOT IN JAPAN DR. STARR'S PLAN

Noted Scientist Will Make Journey from Kyoto To Shimonoseki

Tokio, Jan. 28.—Following out an old Japanese custom, Dr. Frederick Starr, noted American anthropologist, will make the 376-mile journey from Kyoto to Shimonoseki afoot, making a regular *hisakurige* journey over this route. Dr. Starr will attempt to make this trip in two weeks, visiting all the principal towns and villages of the provinces of the Sanyodo, facing the Inland Sea. Dr. Starr has already made similar journeys along the old Tokaido Road.

On his trip to Shimonoseki from Kyoto he will walk most of the way, taking 'rikisha occasionally. When seen at his hotel shortly before his departure for Kyoto by rail last night, he was busy making preparations for his start.

After completing his trip to the Sanyo line, Dr. Starr will return to Tokio February 19 to attend a large *nosatsukai* meeting arranged in his honor. He will immediately afterward start again on a tour through the island of Kyushu and Shikoku where he expects to spend the remainder of the winter. He will once more return to Tokio on his way to Yezo where he intends to study certain features of Ainu culture, on which he is one of the foremost authorities in the world.

Among the special subjects which Dr. Starr plans to investigate in Japan are shrines of peculiar types, ceremonials, both Buddhist and Shinto, tattooing and rebuses. In Buddhism the Shingon, Jodo, Zen, and Nichiren sects will be especially examined.

He will later leave for Korea where three months will be spent, proposing to continue work upon his Handbook of Korean ethnography and upon the collecting of objects upon which it will be based. He will completely overhaul his material in the way of Korea riddles and proverbs and put it in shape for publication. He plans to complete his visits to the Diamond Mountain Monasteries. Returning to Japan he will witness the summer life and make the ascent of Mount Fuji. In his previous trip he made a tour around the foot of this sacred mount, visiting all noted places surrounding it.

During this period he hopes to prepare a synoptical presentation of Shinto, and to finish the little book of Japanese symbolism that has long been in preparation.

With the approach of the autumn the expedition will turn southward to Siam and Cambodia, where the remaining time will be spent.

In Siam southern Buddhism, *hinyana*, will be observed for comparison with the northern Buddhism, *mahayana*, of Japan and China. In Cambodia the famouse ruins of Brahmano-Buddhist temples will be visited.

GERMAN SPIES IN CANADA

Canadian General Makes Significant Statement in Address at Winnipeg

(*Victoria Daily Colonist*)

That Canada was permeated by a vicious German secret service system, which, although it had not been able to do much harm in the past, yet left its trail in every direction, was one of the significant statements contained in a very practical address by Brigadier-General H. N. Ruttan, D. O. C., at recent concert of the Army and Navy Veterans held in Winnipeg.

General Ruttan declared that the A. & N. V. could do a great work in this direction, and criticized the action of the newspapers in inserting an advertisement relative to a forthcoming production at a local picture show. He read portions of the advertisement and expressed the opinion that the matter was disloyal and calculated to discourage enlistment. He doubted if such a big advertisement in all the three city papers was the legitimate effort of the picture house itself, and thought the hand of Germany was behind the promoters. It was easier and cheaper for Germany to spend one or two millions in paying spies and secret service men to retard and discourage recruiting than it was to fight 100,000 Canadians at the front. The Germans could give Canadians points at secret service intrigue and spying, said General Ruttan. The British were to straightforward and open to stoop to such methods.

Germany had not devoted much attention to Canada at the beginning of the war, for no doubt she expected an easy victory over the enemy, and Canada would fall like a ripe plum into her lap. Today, Germany was doing all she could through her agents, who were to be found in many of the business houses, financial institutions and government offices, to discourage recruiting. Many leading Germans in Canada had been interned, said Gen. Ruttan, but not all of them, and it was not necessary for him to mention names or societies.

TO REFLOAT TSUKUBA

Tokio, January 27.—The work of refloating the battle-cruiser Tsukuba, which was sunk at Yokosuka following an explosion in her powder magazine, is making good progress. Most of the water has been pumped out of the vessel, which was split in two by the explosion. The rear part will be raised first.

CHINESE IS BACTERIOLOGIST

Honolulu Boy Now Expert in Boston Health Department

(*Honolulu Star-Bulletin*)

Aloy Soong, Honolulu Chinese, is now assistant bacteriologist in the Boston city health department, according to news received by his friends here. The following article from the Boston Evening Record tells the story:

"In the vast army of scientists throughout the country who are bending their efforts to locate the infantile paralysis germ, there is one in Boston who is a notable personage in city hall.

"He is Aloy Soong, born Chinese parents in Honolulu nearly 29 years ago. Soong is a graduate of Oahu College, Honolulu, in the class of 1907. He latter attended Yale, the Rhode Island State College and Massachusetts Institute of Technology. He was appointed an assistant bacteriologist in the city health department last October by Mayor Curley.

"Soong is greatly interested in his research work in the laboratory in quest of the elusive 'bugs' which cause so much human suffering During the last weeks Soong has devoted much time and energy to locating the infantile paralysis germ.

"But not all his time is devoted to this quest, for Soong has proved himself one of the efficient members of the laboratory staff. He can explain to the satisfaction of the uninitiated the mysteries disclosed by modern bacteriological methods.

"Soong has not definitely decided upon his future, but he hopes eventually to receive a professional call from the land of his blood."

Vessels To Arrive

From London, etc.	Sailed	*Due
Cardiganshire	Dec. 15	Feb. 14
Glenamoy ...	Nov. 10	Feb. 9
Glengyle ...		Feb. 26
From Vancouver, etc.		
Empress of Japan ...		Feb. 27
From New York		
City of Corinth	Nov. 4	Feb. 6
From San Francisco, etc.		
Ecuador ...		Mar. 12
Nippon Maru ...		Mar. 7
Shinyo Maru ...		Mar. 17
Tenyo Maru	Jan. 26	Feb. 19
Siberia Maru	Jan. 17	Feb. 10
Venezuela ...		Feb. 13
From Marseilles		
Cordillere...	Dec. 24	Feb. 3
From Gothenburg		
Panama ...		Feb. 28
From Tacoma		
Mexico Maru ...		Mar. 12
From Seattle		
Shidzuoka Maru ...		Mar. 14

BRITISH MAY EMPLOY AMERICAN SURGEONS

London, January 4.—It was announced here last night that the British government is now seriously contemplating employing American surgeons as doctors on the war fronts while her own medicos lay down the scapel and take to the sword. Hundreds of American doctors are already in the British hospital service and it is understood that thousands of others are willing and anxious to take over the work.

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Highly nutritious

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SHANGHAI.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow R	Coolie Goods	Fast R	Local	N S G Local	Night Express R.S.	N S G Local
SHANGHAI NORTH ..dep.	7.55		9.20	9.00	12.50	15.20	8.40	23.00	17.15
Nansiang..			8.56	8.48	13.21	15.55	9.15	—	17.50
Kunshan			9.56	11.04	14.07	16.51		—	
SOOCHOW arr.	9.34		10.52	12.03	14.40	17.28		1.01	
dep.	9.41		11.02	12.13	14.57	18.13		1.08	
WUSIH .. arr.	10.21		12.11	13.34	15.45	19.34		2.03	
dep	1 3		12.21	13.49	15.52	19.41		2.10	
CHANGCHOW arr.	11.18		13.30	14.51	16.38	20.45		3.00	
dep.	11.22	6.10	13.42	15.01	16.47			3.10	
TANYANG .. arr.	12.07	8.00	14.57	16.10	17.41			—	
dep.	12.09	8.03	14.59	16.14	17.43			—	
CHINKIANG arr.	12.41	8.33	15.49	17.08	18.12			4.78	
dep.	12.51	8.59	15.57	17.18	18.32			5.06	
Nanking Ferry ..arr.	*14.10	..	..	.	..	..	..	..	
NANKING	14.15	10.55	17.00	19.25	20.05			6.50	..

STATIONS.	Local	Slow R	Coolie Goods	Fast R	Express R	Local	N S G Local	Night Express R.S.	N S G Local
NANKING .. ..dep.		7.00	7.30	11.15	14.20	15.55		23.00	
Nanking Ferry . dep.		—	—	—	*14.20	—		—	
CHINKIANG .. arr.		8.57	9.42	12.50	15.51	18.07		0.46	
dep.		9.05	9.52	13.59	14.01	18.25		1.00	
TANYANG .. arr.		9.55	10.43	13.36	16.36	19.16		—	
dep.		9.57	10.51	13.40	16.38	19.19		—	
CHANGCHOW arr.		11.04	12.11	14.42	17.28	20.30		2.53	
dep.	6.20	11.14	12.23	14.52	17.34			3.06	
WUSIH .. arr.	7.21	12.14	13.36	15.41	18.24			4.01	
dep.	7.31	12.22	13.46	15.58	18.31			4.11	
SOOCHOW .. arr.	8.40	13.15	14.55	16.47	19.21			5.04	
dep.	8.46	13.50	15.08	16.55	19.28			5.12	
Kunshan	9.51	14.57	16.14	17.41	—			—	
Nansiang..	10.53	15.57	17.19	18.26	—		9.40	6.33	18.05
SHANGHAI NORTH .. arr.	11.25	16.30	17.55	18.55	21.20		10.15	7.00	18.50

Up Tientsin-Pukow Line Connections Down

			Daily Mail				Daily Mail
S.N.R.	SHANGHAI NORTH	dep.	R. 7.55	P.M.R.	PEKING	dep.	8.35
	NANKING FERRY	arr.	14.10		TIENTSIN CENTRAL.....	arr.	11 10
T.P.R.	PUKOW	dep	S. 15.30	T.P.R.	TIENTSIN CENTRAL.....	dep.	S. 12.00
	TSINANFU	arr. dep.	7.56 8.06		TSINANFU	arr. dep.	2.17 21.31
	TIENTSIN CENTRAL.....	arr.	16.13		PUKOW	arr.	19.00
P.M.R.	TIENTSIN CENTRAL	dep.	17.00	S.N.R.	NANKING FERRY	dep.	R. 14.20
	PEKING	arr.	19.50		SHANGHAI NORTH	arr	21.20

R. Restaurant Cars S. Sleeping Cars

*Connects at Tientsin with the Peking-Mukden and through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS .....dep.	6.55	8.15	10.45	13.10	14.40	18.20	18.10	0 45	SHANGHAI NORTH ....dep.	8.15	7.35	10.05	12.15	14.00	15.50	17.25	20 00
KIANGWAN	7.22	8.42	11.12	13.37	15.07	16.47	18.37	21 12	KIANGWAN	24	7.46	10.16	12.24	14.11	15.41	17.46	20 11
SHANGHAI NORTH ..... arr.	7.20	8.50	11.20	13.45	15.15	16.55	18.45	21.20	WOOSUNG FORTS .....arr.	8.50	8 10	10 40	12.50	14 35	16.05	18.00	20 35

SHANGHAI-HANGCHOW-NINGPO RAILWAY

ABRIDGED TIME TABLE IN FORCE FROM THE 12th DECEMBER 1916

MAIN LINE.

SHANGHAI NORTH TO ZAH KOU—"DOWN" ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	102 Local	104 Fast	106 Slow	108 Coolie & Goods	D Local	E Local	110 Express	112 Local	H Local	I Local
Shanghai North ..... dep.		7.35	8.55	10 05			14.00			
Jessfield ..... dep.		8.00	9.20	10.30			14 25			
Siccawei ..... dep.		8.11	9.31	10.41			14 36			
Langhwa Junction .... dep.		8.28	9.48	11.00			14.52			
		A. 106	B. 108	C. 108	D	E	F. 110	G. 112	H	I
Shanghai South....dep.		8.00	9.20	10.30	11.20	13.35	14.30	16.10	16.45	18.00
Langhwa Junction..dep.		8.28	9.48	11.00	11.38	13.53	14.52	16.29	17.03	18.18
Songkiang ..... arr			9.09	10.47	12.00			15.26	17.37	
dep.			9 13	10.53	12.10			15 28	17.47	
Kashai ..... dep.			10.03	11 58	13.33			16.15	18.57	
Kashing ..... arr.			10 25	12 26	14.06			16 38	19.30	
dep.		7.20	10.35	12 36	14.16			16 46		
Yeh Zah ..... dep.		8.08	11 14	13 20	15.15			17.21		
Chang An ..... dep.		9.00	11.49	14.04	16.10			17 55		
Hangchow ..... arr.		10.26	12 43	15.16	17.37			18.42		
dep.		10.38	12 53	15 26	17.47			18.54		
Zah Kou ..... arr.		11.00	13.09	15.45	18.15			19.10		

STATIONS	O Local	P Local	101 Local	R Local	103 Fast	105 Slow	U Local	107 Coolie and Goods	109 Express	111 Local
Zah Kou ..... dep.					6 45	8.10		8 55	14 15	16.00
Hangchow ..... arr.					7.05	8.30		9 23	14.30	16.24
dep.					7.15	8.40		9 33	14 40	16.35
Chang An ..... dep.					8.15	9 56		11.08	15.26	17.07
Yeh Zah ..... dep.					8 52	10.40		12 34	15.57	18.00
Kashing ..... arr.					9 30	11.22		13 56	16.28	19.40
dep.			7.25		9 40	11.30		14.07	16 38	
Kashai ..... dep.			8.00		10.05	12.00		14 47	17.01	
Songkiang ..... arr.			9.08		10 54	12.59		16.03	17.46	
dep.			9.18		10.57	13 03		16.13	17.49	
	O	P	101	R	103	105	U	107	109	
Langhwa Junction..dep.	8.35	9.58	10.37	10.55	11.48	14.05	14.55	17.22	18.33	
Shanghai South....arr.	8.53	10.13	10.55	11.13	12.05	14.23	15.13	17.40	18.50	
Langh a Junction.... dep.					11.44	14.03		17.19	18.29	
Siccawei ..... dep.					11 56	14.15		17 31	18 41	
Jessfield ..... dep.					12.07	14 27		17.42	18.52	
Shanghai North .... arr.					12.30	14 50		18.05	19.15	

KIANGSU BRANCH LINE

KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO

STATIONS	122	124	126	128	130	132
Kon Zen Chiao.. dep.	7 05	8.30	11.05	14.05	16.05	18.15
Ken Shang Mun. arr.	7.18	8.43	11.18	14 18	16.18	18.28
dep	7 25	8.50	11 20	14.21	16.20	18.29
Hangchow..... arr	7.35	9.00	11.30	14.31	16 30	18.37
dep.		9 05	11.35		16.37	
Zah Kou..... arr.		9.25	11 55		17.00	

STATIONS	121	123	125	127	129	131
Zah Kou..... dep		9.40	12.20		17.15	
Hangchow..... arr		10.00	12.40		17.35	
dep	7.45	10.05	12 50	14.55	17.40	18 50
Ken Shang Mun. arr	7.55	10 15	13.00	15 05	17.50	19 00
dep	8.00	10.23	13 05	15.10	17 52	19.02
Kon Zen Chiao.. arr	8 13	10.35	13.18	15 2⁹	18.05	19.15

Business and Official Notices

LYCEUM THEATRE

A. D. C.
175th Production
"PASSERS BY"
A Play in Four Acts
by
C. Haddon Chambers
in aid of the
Sailors' and Orphans' Fund

PERSONS CONCERNED

Mr. Peter Waverton — *Mr. Henry Schlee*
William Pine (His Man Servant) — *Mr. E. P. Graham-Barrow*
William Nighty Pine (A Cabman) — *Mr. F. J. Burret*
Samuel Burns (A Tramp) — *Mr. John Hays*
Margaret Summers — *Mrs. A. J. Welch*
The Lady Hurley (Waverton's half sister) — *Mrs. Henry Schlee*
Miss Beatrice Dainton (Lady Hurley's niece) — *Mrs. Isenman*
Little Peter Summers — *Master Harold Alers*
Mrs. Parker, (Waverton's Cook-house keeper) — *Mr. John Hays*

1st Performance Thursday, 15th Feb.
2nd Performance Saturday, 17th Feb.

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By Order,
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12573

LYCEUM THEATRE

In Aid of the French War Orphans
Monday, February 5th
and Wednesday, February 7th.
at 9.30 p.m.
"LA NAVARRAISE"
Opera in 2 Acts, by Massenet

CASTE

La Navarraise — *Madame Thue*
Araquil — *Mr. Speelman*
Garrido — *Mr. Currie*
Remigio — *Mr. Blom*
Ramon — *Mr. Casella*
Bustamente — *Mr. Gjersing*
Chorus of Soldiers
Stage Manager — *Mr. Lemiere*
Orchestra Conductor — *Mr. Alberti*

"PIERROT'S DREAM"
Ballet, in one act
Book & Music by Mr. L. de Luca

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The Moon — *Miss E. Newcomb*
The Comet — *Miss Valentine*
The Columbines — *Mrs. Baker, the Misses Carisio and Harris*
The Harlequins — *The Misses Linnaas, Trueman and Lowe*
The stars — *Mrs. Mason, The Misses Agassiz, Coquelle, Evans, Newcomb and Rees*
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The Country Club.

Thursday, Feb. 8, at 9.15 p.m.

Mrs. Ayscough

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"About the Land we Live in"

illustrated by lantern slides prepared

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in aid of the

War Dressings and Bandage Department, British Women's Work Association.

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SHANGHAI BRANCH.

Notice is hereby given that the Register of Shares of the Corporation, at this Branch, will be closed from the 12th to the 24th February, both days inclusive, during which period no transfer of shares can be effected.

By order of the Court of Directors,
A. STEPHEN,
Manager.

Shanghai, 18th January, 1917.

12439

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A YOUNG lady (British), amiable, musical and of an affectionate nature, wishes to meet a gentleman of similar qualities with a view to matrimony. None but genuine applicants need apply. Copy of portrait is requested and this and all correspondence, etc., will be treated in the strictest confidential manner. Apply to Box 34, THE CHINA PRESS.

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Business and Official Notices are Continued on Page 15

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Nos. 8 & 11 Quinsan Gardens
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TO LET: No. 105 Avenue du Roi Albert, modern house, 3 bedrooms, 2 bathrooms, flush closets, tennis court, occupancy March 1st, 1917. Tls. 125.00 per month. China Realty Co., Ltd.

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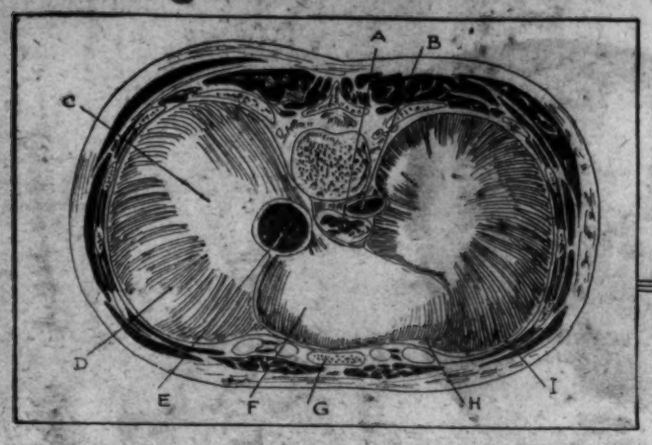
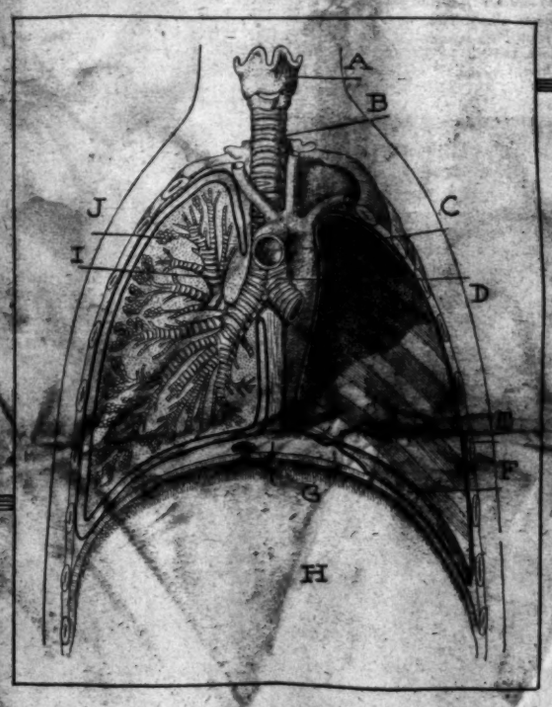


The Diaphragm Seen from Above. (A) Aesophagus. (B)—Aorta. (C)—Central Tendon. (D)—Powerful Muscular Part of Diaphragm. (E)—Vein. (F)—Diaphragmatic Part of the Heart Sac. (G)—Breastbone. (H)—Front Wall of Heart Sac. (I)—Skin Attached to Ribs.

Breathing for Beauty

Why Pink Cheeks, Luxuriant Hair and Other Factors in Your Good Looks Depend So Largely on the Amount of Air Your Lungs Get, Explained by Dr. William Lee Howard

When Only the Upper Part of the Lungs Is Used, as Shown in the Figure on the Left, the Remainder (Indicated by the Shaded Lines) Is Inactive. In the Central Figure the Upper Two-thirds of the Lungs Are Inactive and Only the Lower Third Is Used, Thus Producing Distortion of the Abdomen. The Figure on the Right Illustrates the Proper Method of Breathing Where Every Air Cell in the Lungs Is Utilized and the Whole Body Is Assured a Maximum of Strength and Vitality.



Diagrammatic View of the Respiratory System by Means of Which the Lungs Are Ventilated and the Blood Supplied with Oxygen. (A)—Larynx. (B)—Trachea. (C)—Aorta. (D)—Main Bronchial Tube. (E)—Ribs. (F)—Skin on Ribs. (G)—Diaphragm. (H)—Cavity of Stomach. (I)—Bronchial Branchings. (J)—Air Cells.

PHOTO · SARONY · 5TH AVE · N·Y.

Mary Anderson de Navarro, a Famous Beauty Who Has Preserved Her Youthful Charm Long Past the Age When Many Women Become Only Faded Remnants of Their Former Selves. This Happy Result, as Dr. Howard Explains, Is Within the Grasp of Every Woman Who Will Learn How to Take Sufficient Oxygen Into Her Lungs.

By William Lee Howard, M. D.

The Distinguished Social Psychologist.

"LIFE is the interval between one breath and another—he who only half breathes only half lives, but he who uses nature's rhythm in breathing has control over every function of his being." So runs a lesson of the ancient Hindoos.

Five hundred years before Christ a Chinese philosopher wrote: "The pure men of old slept without dreams, and walked without anxiety. They ate with discrimination, breathing deep breaths. For pure men draw breaths from their uttermost depths, the vulgar only from their throats."

Every one knows that cold feet and hands means poor circulation. But few know that "poor circulation" really means faulty or incomplete breathing.

To have pink cheeks, warm hands and feet it is necessary that the blood reaching these extremities should be warmed by oxygen. One may have pink cheeks while in the full flush of youth yet always be troubled by cold extremities. If this condition continues even the cheeks will lose their beauty color as middle age approaches. And there is absolutely no reason for this condition except the lack of knowing how to breathe.

A woman of fifty or sixty years of age may have the "bloom of youth" if she learns how to take in sufficient oxygen daily.

The heart is merely a four-valved pump whose sole duty and object is to force the tissue building blood to the utmost parts of the body. In most of the cases of cold feet and hands and chilled scalp, it is not the heart which is at fault, but the quality of the blood it receives.

The blood is not receiving its heat-making stuff in sufficient quantities. Through lack of proper breathing in the individual it receives only enough oxygen for the mass of the body. This mass, including the internal organs, voraciously feeds on the oxygen carried by the blood so that when this blood gets into the tiny arteries of fingers and toes and the scalp it is cooled blood.

So you see that while the circulation of the blood is good, the circulation of oxygen is poor.

The hair is fed and nourished, kept well oiled and luxuriant by the blood circulating in the scalp. Under ordinary breathing habits the demand of the cheeks and the ever hungry cells of the brain, take most all of the oxygen they can get from the blood. Hence the scalp arteries generally are underfed and baldness, brittleness or thinning are apt to follow.

Just here is where massage of the scalp and extremities is of value. The mechanical pressure and stretching gives their blood vessels tone and permits of a freer flow of blood, thus offering opportunities for nourishing the parts. However, this is merely a temporary makeshift unless along with this mechanical stimulation there are applied those breathing methods and practices which force the blood to take up extra heating and feeding power—which is always oxygen.

Not one person in a thousand knows how to breathe properly or that in ordinary life one uses only a half or two-thirds of their lung power. Not one in a thousand obtains and retains the factors and conditions which would enable them to become immune to ordinary disease, prolong life, youthfulness and beauty—in fact, scare away old age.

Remember that there can be no continuous growth or health without a constant supply of oxygen to the blood. Every one can increase this supply by forming the habit of deep and slow breathing. Cold feet and hands, falling of hair and pale cheeks mean just one thing—lack of oxygen to these parts. It is really dying by inches. This is the real truth about most of us. There is no reason why we should die feet first—as in gangrene—to put it strongly but truthfully.

The first thing to learn about breathing is to stop mouth breathing. Mothers should be very careful to observe any tendency to this injurious way of breathing in their children. Stop it before it becomes a habit and distorts the little face. Besides the effort upon the countenance, which is invariably bad, one never gets the air warmed and moistened as it should be before entering the lungs.

The great breathing muscle is the diaphragm—not the chest as is usually thought of as being the chief breathing organ.

The diaphragm is a large flat muscle—when at rest—which separates the abdominal contents from the vital organs—heart and lungs. It lies across the body about on a level with the lower ribs, or a little above to be exact.

It is only a small fraction of an inch in thickness, and is of a dome shape, extending up on the right side to the space beneath the fourth rib, on the left to that beneath the fifth. In contact with its lower surface are, on the right side, the liver, right kidney, and suprarenal body, and spleen; while upon its upper surface lies the heart, with a lung on either side.

The diaphragm is attached by its edge to the lower margin of the chest all round, and consists of muscular fibres meeting round a trefoil-shaped piece of fibrous tissue in the centre. It completely shuts off the above-named cavities from one another, being pierced only by openings for the gullet, the aorta, and the inferior vena cava, which is the great vein returning blood from the abdomen and lower limbs, with a few minute openings for nerves and small vessels.

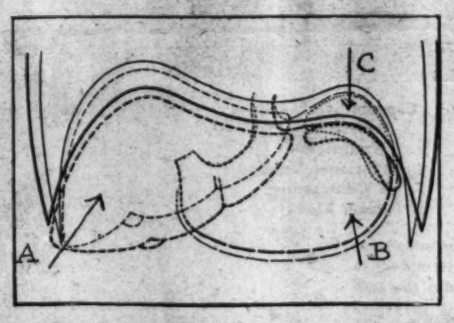


Diagram Showing How Every Movement of the Diaphragm Changes the Position of the Liver (A), the Stomach (B) and the Spleen (C). The Heavy Lines Indicate the Position of These Organs During Inspiration, and the Lighter Ones Their Position During Expiration.

When you take a long breath the diaphragm muscle is forced downward, and the deeper the breath the deeper sinks the diaphragm. When you exhale slowly, but forcibly, it rises up in the centre and sides.

You now can see that [illegible] not only [illegible] ing in air, but also it is downward pressure massages the abdominal vessels. This means that the liver and intestines not only are forced to take up oxygen, but that also they are kept from stagnation. Congestion of the abdominal organs is thus relieved and generally cured. That is if you know how to develop the diaphragm.

Stripped to the waist and standing where fresh air—not cold air—circulates, blow, or rather snort, out all the air in your lungs, bending forward to push out the residue. Then stand upright, shoulders back and slowly—be sure to observe this latter advice—inhale to your full capacity. Hold the breath for a minute; then slowly let it out. Do this twenty times.

Now try to control the stomach muscles by ordinary will power. That is, make the muscles of the abdomen contract and expand. It will take some time and daily exercise to accomplish this.

Work the abdomen out and in, upward and downward. When tired, rest for a few moments, standing erect. Then fill your lungs as far as possible, hold your breath and try to make the diaphragm suck in more air, raising the chest with every heave.

To get control of the diaphragm so it will be under control takes time and patience. But what good thing does not? If you will persistently keep at it you will in time be able to use it as a powerful pusher out and puller in of oxygen. Finally it will take on the unconscious movements of the chest muscles—that is, move up and down with a freedom and force it never had before.

Also the development of the diaphragm means a smaller waist measurement. In those who have difficulty in sleeping, if they will practice this diaphragm exercise while in bed, sleep often will come and it will be wonderfully restful sleep.

Of course, the greater the chest development the greater amount of oxygen the diaphragm can draw in. The lung box—the chest—is the receiver of air; its movements in breathing, however, are not sufficient to take in all the air needed to keep every portion of the body—the extremities—supplied with oxygen. Hence a big chest with an undeveloped diaphragm is of little value.

If you will learn to use the diaphragm in deep breathing you will be able to nourish and repair every part of the body down to the little toe. You will lengthen your life, keep youthful and be what nature intended you should be—a complete and easy running human machine—brain and body.

But the art of breathing cannot be learned by a mere outline of one or two exercises. There are many exercises for particular parts which must be mastered.

The muscles which come into action in taking a breath fall into two classes: (1) the muscles of ordinary inspiration, including the diaphragm and the intercostal muscles, which suspend one rib from that next above it; and (2) the muscles of forced inspiration, including most of the muscles of the neck, the shoulder and [illegible] which extra

Now the [illegible] distance of two inches or three inches above the chest into the foot of the neck, and this portion is little expanded except in forced breathing. It is just here that consumption is liable to make its first appearance, and though cause and effect are not quite clear in this matter, it is beyond doubt that the deficient expansion, and consequently sluggish circulation, play an important role.

Although violent exercise like football has an indirect influence in expanding the chest by necessitating deep breathing, other forms of athletics add mainly to the size and strength of the muscles on the chest without increasing its capacity. Probably the only exercise which attains the latter thoroughly is forced breathing.

Every one, whether of athletic build or not, may practise this by the following three movements, recommended by Checkley. These should be carried out night and morning, with the upper part of the body bare, or covered only by a loose or elastic undervest:—

(1) The person standing erect holds the hands in front of him, backs upward, on a level with his hips. As he begins to breathe he raises them till, at the end of an inspiration, they are straight above his head. As he breathes out he lets them slowly fall to their former position. This he repeats with each breath, making the breaths as deep as possible.

(2) Standing with the hands by the sides, [illegible] raises them away [illegible] as he breathes in, keeps same position as in [illegible] movement, and lets them descend slowly outward as he breathes out.

(3) Standing with elbows bent, the thumbs pressed against the upper part of the chest, and the finger-tips of opposite hands touching, he carries the arms outwards and as far backward as possible, keeping them always on a level with the shoulders as he draws a deep breath, and brings them forward again as he breathes out.

In performing these movements a light pair of dumb-bells (not exceeding 2 pounds each) may, if desired, be used, and the movements will then be a better exercise for the arm muscles.

It is of the utmost importance that the movements should be slow. Not quicker than six to the minute, and preferably about three per minute, and each movement should be a conscious effort, not made automatically. If each movement be performed twenty times a fair amount of exercise will be obtained in about a quarter of an hour.

Why Billiard Balls Click

WHAT makes the "click" when two billiard balls or other spheres of any solid material strike each other? Professor Banerji has found that the distribution of the intensity of the sound in various directions around the line of impact is very remarkable, and he has found methods of measuring the force of these sounds so exactly that he is able to set down the following conclusions:

The sound, he explains, is not due (as has been hitherto thought) to the vibrations of the spheres, which in any ordinary material such as ivory, wood or metal are both too high in pitch to be audible, and too faint in intensity to be heard. The "click" is due to air vibrations caused by the reversal of the motion of the spheres as a whole.

He has ascertained that the intensity is at its highest, or maximum in a line joining the centres of the spheres. It gradually diminishes almost to zero at an angle of about 67 degrees with a line joining the centres, when it again increases to a second maximum at an angle of 90 degrees. In other words the "click" is loudest at the very point of contact of the spheres which is what we would naturally expect.

But the surprising discovery is that this loud "click" is also heard at a perfect right-angle to the point of contact of the spheres, which would tend to show that the radiations of sound are caught by the high points of the spheres, and then given off, for the angle of 90 degrees marks the high point on the way around the spheres from the point of contact.

This may be set down as an important discovery in the field of acoustics, one which will necessitate the rewriting of many paragraphs in the ordinary elementary works on physics. These have hitherto always suggested that the sound of the "click" is due to the vibration of the material in the spheres.

The Kitchens at Windsor.

The kitchens at Windsor Castle are perfect in all their arrangements. The chief kitchen is a fine lofty room lined with white tiles. It contains a marvellous collection of copper saucepans that vary in size from the dimensions of a tub down to that of a tiny breakfast cup. Another feature is the huge steel table used for serving. It is brilliantly polished, and has hollow legs through which steam passes upward, heating the whole table. Another apartment is called the "Green Room," and is set apart for fruit used at dessert; and there is also a room assigned to the "table deckers," whose sole duty it is to attend to the floral decorations of the royal dinner table.

"MOTLEY" in Gowns and Hats

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

Draped Cap and Scarf of Blue and White Velvet or Fur Worn Over a Costume of Dark Toned Velvet

Cap and Scarf, with Foundation of Ermine and Conventional Design of Contrasting Ribbon Flowers

Dark Tinted Street Costume, with Contrasting Banding and Collar of Fox The Hat and Shoes Are Marked by Contrasting Shades

White and Green Broadcloth Street Suit, Combined With Black Velvet and Fur. The Note of Motley (Contrast) Appears in the Shoes and Staff as Well as the Suit

By Lady Duff-Gordon
("Lucile")

MOTLEY is strikingly apparent in the midwinter fashions. Last season it was attempted in gingerly, hesitant manner, as we dip the foot diffidently into the water before submerging ourselves in the bath But this attempt being successful, the Winter found shoppers bolder In choosing their wardrobes smart women courageously chose motley effects

The word motley usually summons visions of the circus. The word is associated in our minds with the variegated costume of the clown or the unmatched sides of the costume of the court jester

Remember that motley, used in the terms of fashion, means contrasts, and that contrasts are effective in dress.

A good example of it is shown in the largest figure on this page. The smart street costume is of white and green broadcloth. The girdle and lower third of the loose, short jacket, are of black velvet. The loose, wide collar, with its hanging scarf and tassel ends, is of green. The long, loose-fitting cuffs are of green velvet. The high fur hat, reminiscent of the last parade you saw, led by a drum major, is of black lynx fur, with two short, upstanding quills, one of white, the other of green.

Of motley effect, too, is the charmingly modish figure in the lower corner. The long, loose coat is of dark tinted tweeds. The coat is finished by a broad banding and a great square-cornered collar of brown fox. In both of these models the motley effect is shown in the shoes, in which dark and light shades corresponding to the costume mingle.

Even in the ermine scarf and cap in the third picture the motley effect is utilized. Against the background of white fur lie conventional designs of ribbon flowers of contrasting shade.

In the draped cap and scarf of blue and white silk the Indian note so evident in the season's styles is obvious. But note that it is worn over a dark cloak.

ANGLO-AMERICAN SHOE CO.

21 Nanking Road

Announce the arrival of new styles in

Wichert & Gardiner's
LADIES' FOOTWEAR.

SILK UNDERWEAR
and
SILK HOSIERY
of
first make at popular prices.

LATEST
NEW YORK
STYLES

Anglo-American Shoe Co.
For Footwear Values.

IT is not alone because of our fame, built on the years devoted by Miss Young to conscientious workmanship, th t our establishment so invariably appeals to the discriminating. Nor is it wholly because of our superb interpretation of the costumier's art. One must add to these the force of acknowledged authority to appreciate the real secret of the supremacy of *La Vogue* in catering to the fashionable woman's needs.

Our aim ever is to seek after newer, better things in Fashions. We specialise in original designs and selective adaptations. In the tenets of our business creed, everything is consecrated to the art of presenting "the elegant woman."

La Vogue

46 Nanking Road 46

AUTOMOBILE NEWS

SHANGHAI, SUNDAY, FEBRUARY 4, 1917

IMPROVING THE 'MAIN STREET OF AMERICA

More Than $4,000,000 Spent In Road Betterment On Lincoln Highway

Nearly four and a half million gold dollars were spent in improvement on the Lincoln Highway during 1916, according to a report just issued by the Lincoln Highway Association, which says:

"There is no gainsaying the Lincoln Highway the right to the name, "The Main Street of the Nation." Between seventy-five and eighty of the ninety-eight counties and innumerable cities and towns in the eleven States through which the great thoroughfare is routed from coast to coast have united in spending generous portions of their funds in its betterment during the past year.

"An accurate and detailed report made by H. C. Ostermann, Field Secretary of the Lincoln Highway Association, shows that $4,498,165 was spent in the actual development of the road in 1916. Many miles of new, permanent surface were added to the highway, both of brick and concrete. Artistic and lasting bridges were placed to supplant the old wooden structures, growing dangerous under the increased tonnage of modern traffic.

"The work done in each State covered both present and future needs. New Jersey spent $183,678 and Pennsylvania $193,034, mainly to resurface and repair the road, which is already hard surfaced for practically the entire distance through these States. A $7,000,000 bound issue for New Jersey and a $50,000,000 for Pennsylvania will be before the voters in one and two years' time, respectively, thus opening the possibilities of further and continued work on the Lincoln Highway.

"Contracts completed and let in Ohio for Lincoln Highway improvement total $925,000. Of the 246 miles of road in this State, there are now, or will be by the touring season of 1917, but some 22 miles of dirt road.

"Through Indiana the Lincoln Highway may also be considered an all-weather road, $706,108 having been spent in constructive work this year. Illinois' expenditures for the same purpose amounted to $256,800. There are but 48 miles of dirt road remaining in the State, 15 miles of which will be done away with during the coming year.

"Iowa with no permanently surfaced roads, other than gravel, outside her cities, has used $904,955 in keeping the Lincoln Highway dragged, graded, and in the best of condition. West of the Missouri River, where road improvement is a serious problem, due to the long mileages and scarce population, a splendid effort has been made to keep pace with this great development of the Lincoln Highway.

"Nebraska has spent $376,300, Wyoming $60,650, Utah $275,500, Nevada $69,140. In these States such sums mean many times their equivalent in the more populous sections of the East. Were the per capita expenditure along the entire route of the Lincoln Highway equal to that of Wyoming, for instance, the transcontinental road could be completed in one year, a stupendous, but not impractical possibility.

"The improvement of the Lincoln Highway in Utah and Nevada, particularly over the desert wastes, will open new pages in the annals of road engineering in America, and the work is to be undertaken years in advance of what it would have been had not the impetus been given by the extended use and national appreciation of the Lincoln Highway.

Ford Touring Car In Service Since 1909 Still Perfect

Not Much in Appearance Because of Age But in Mechanism It Lacks Nothing

When a Ford owner sets out to write about his car he's in a quandary for an opening paragraph. Merits? They're multiplex—but which one to give precedence? Economy—in every way it's Ford quality. Simplicity—strength—both built-in Ford merits. Performance—that's the word! The everlastingly dependable performance that transforms the owners of a mere piece of machinery into an aggressively boosing army of enthusiasts.

So W. S. Vawter, of Trenton, Mo., couldn't help but tell "Performance" when he synopsized the biography of his Ford car in the following story. And more than 1,750,000 other Ford owners will bear him out.

"Feeling that the story will be of interest to the owners of Ford cars, as well as others who use automobiles, is my reason for attempting to write this sketch.

"The subject of this article is a Model T Ford Touring Car, which was purchased in Kansas City, Missouri, in the year 1909, and was at once put into actual service at Trenton, Missouri, where it has been in constant use from that time till now, and it still in perfect running order.

"This Ford is the one that is known to more persons than any other car in this locality, for during the past six years of continuous service, it has been seen daily by the experienced automobile men, garage men, and the public generally, who have observed its running capacity and ability to keep going when all other makes of cars that came upon the stage of action and took their place in the motor service in this city at the time this Ford did, have long since gone to the grave-yard for automobiles.

"While the ancient appearance of this Ford attracts the attention of the observing person, yet the perfect working of its mechanical parts and the low, smooth hum of its machinery when in operation; the quick manner in which it gets up and gets away, and the quiet, easy manner in which it strolls along the country roads, have inspired a confidence in the name of Ford. Hundreds of persons have known of and watched the continuous use of this car in all kinds of weather, whether on the glaze of ice, in the mud, dust or sand, on the pavement or along the country roads, so that today many of these observers are Ford owners and in the use of their Ford enjoy the same confidence in the mechanical construction and the same peace of mind that attends the driver of a Ford when he looks forward with confidence to the time he will arrive safely and in due time at his destination.

"This car has been driven more than 100,000 miles, with scarcely any breakage of parts. It has been used all of this time in this same community, and the above statements can be verified by many of our best citizens.

"I feel that it is my duty to tell you I am more than satisfied with the service your car has rendered."

SOME FORD FIGURES

Speaking of Ford cars, a writer in the Goodrich house again makes the following interesting observations:

"One of the wonders of modern business is the way that the production of Fords each year exceeds the prediction of officials of the company.

"In 1914 the Ford company advertised that they would endeavor to sell 300,000 cars, and at the end of the fiscal year they turned out 308,213 cars.

"At that time the company stated the stage of action and took their place in the motor service in this city at the time this Ford did, have cently been compiled show that during that period 533,921 cars were sold.

"In order to produce such an enormous number of cars it was necessary for the Ford company to maintain an average of 1,816 cars for each of the 296 actual working days. The year before the daily average was 1,027. Possibly the fact that 1916 was leap year had something to do with the Ford Company's enormous production, for on February 29 (the extra day) they hit a high production record of 2,430 cars. These cars were not only manufactured but shipped."

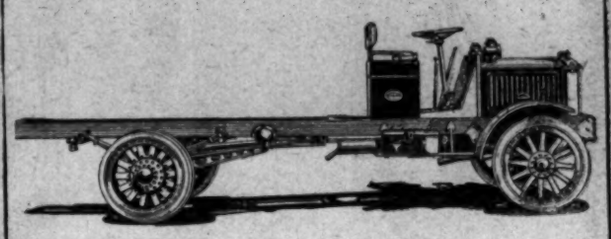
AMERICAN CARS IN F.M.S.

The demand for American automobiles has steadily increased and there is reason to believe that the American car has found a permanent place in this market, says the Consul for the Straits Settlements and Federated Malay States. The shortage in the supply from Europe at a time of prosperity in this country has inevitably resulted in a demand for cars of American manufacture. There were many moderate-priced cars on sale during the latter part of the year and the available supply can not fill the demand. Traveling representatives of American cars who have called at Singapore report that their cars are all sold out in advance and that sales are only limited by inability to secure shipping space for delivery here, notwithstanding the high freight charges.

CALIFORNIA VOTES BONES

California voted in favor of the $15,000,000 bond issue for the further extension and improvement of the State's highways. California has spent practically $18,000,000 since 1910 in bettering and systematizing its roads. The State now has 1,490 miles of new highway, of which 933 miles is concrete and 395 miles graded and ready for hard surfacing when the new bond issue carries. One million yards of concrete surface have been laid at an average of $6.64.

FEDERAL LORRIES



Powerful!

Every FEDERAL lorry has plenty of reserve power to handle the hardest haulage problem. No expense has been spared to make the FEDERAL the best built motor truck.

FEDERALS are built in a factory that specializes in the manufacture of lorries. Years of experience and thousands of satisfied owners have made the FEDERAL the standard the world over.

You will recognize the value of FEDERALS after they have given you evidence of their strength.

FEDERALS are built in five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton—worm drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN
U. S. A.

Export Department
18 Broadway. New York City, U. S. A.
Cable Address: Lockwood, New York

Awarded the Only Gold Medal at the Panama-Pacific Exposition.

"CHANDLER"

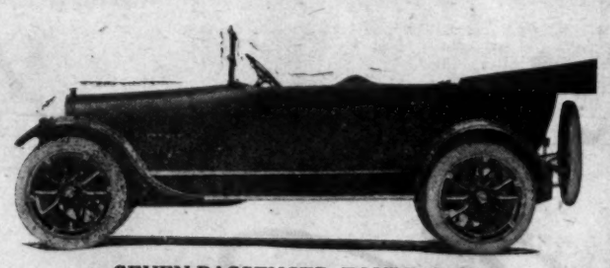
The Best Six-Cylinder Car in the World Regardless of Price.

The dominant feature of the Chandler-Six is its motor. But it is not simply a motor with a car built around it.

The point that impresses buyers is the complete harmony of every detail of construction—the perfect unity of the whole car. The fine motor is matched by an equally fine chassis.

The axles, the frame, the springs, the transmission, the stearing gear and the other important details of construction yield to no suggestion for betterment. The body in quality, design and finish is a supremely fine body. The magneto, the upholstery, the top, the wind shield, are all selected on the basis of quality, and not simply by quality of a part, but the quality of the whole.

All the latest features in automobile construction.



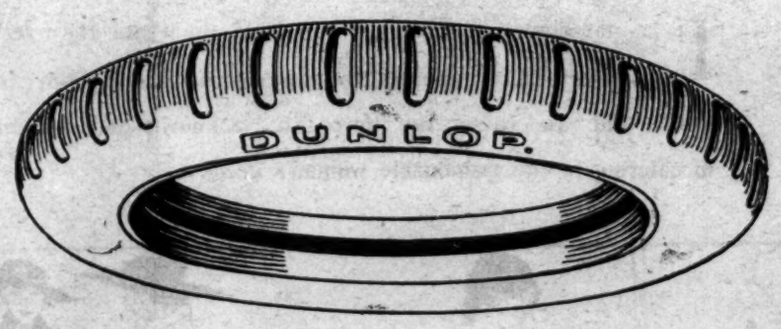
SEVEN-PASSENGER TOURING CAR

SOLE AGENTS:

THE STAR GARAGE CO.,

125, Bubbling Well Road

For demonstrations, 'phone West 197



GENTLEMEN,

you know quite well, the more care you take of your health, the more effectively you can repair a temporary injury to it. Tyres are like constitutions—if treated properly much can be done with them, otherwise they are ruined. If the casing of your worn cover is sound, it can be repaired and re-treaded by the

DUNLOP

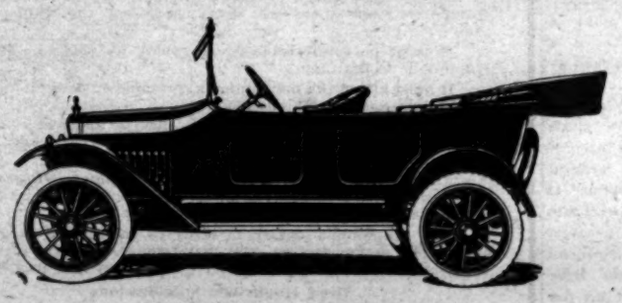
RUBBER COMPANY, LTD.,

Founders of the Pneumatic Tyre Industry throughout the World.

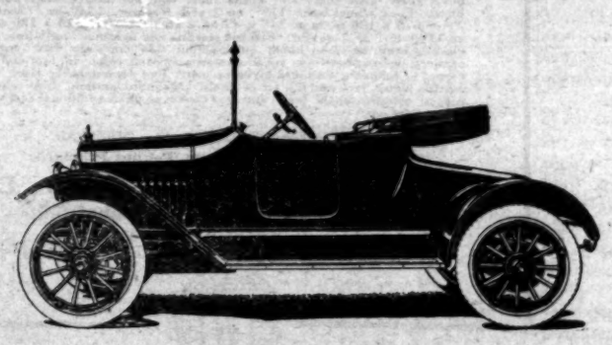
20 Kiukiang Road.

Tel. 2248. Cables: Pneumatic.

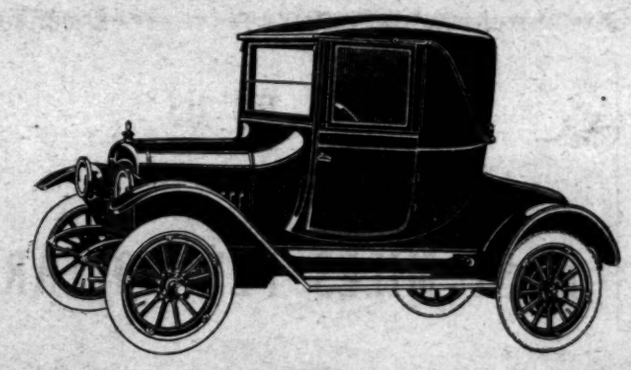
Maxwell



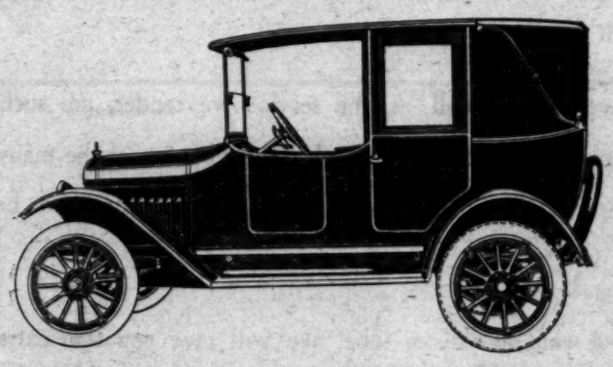
5-PASSENGER TOURING CAR



2-PASSENGER ROADSTER



2-PASSENGER CABRIOLET



6-PASSENGER TOWN CAR

The world's record—twenty-two thousand and twenty-two miles without stopping the motor—is held by a Maxwell stock touring car.

NO other car *at any price* has ever approached this wonderful record of endurance.

In addition to this proven sturdiness, remember that the Maxwell averages between 25 and 30 miles per gallon of gasoline.

Moreover, the Maxwell is *complete.* It has electric starter and lights; demountable rims; one-man mohair top; speedometer; roomy, comfortable seats and an attractive appearance.

Are you particular about details? Do you demand *evidence* of value? If so, you will investigate the Maxwell, the features, record and reputation of which proclaim it the *world's greatest motor-car value*

A shipment of Open Cars (all-weather tops) and Two-Seater Cabriolets has arrived by the s.s. Justin.

"Own a Maxwell"

THE EASTERN GARAGE

4 Soochow Road. **Telephone 1159.**

DODGE BROTHERS BRING OUT SEDAN

New Convertible Car Added To The Already Popular Line

Dodge Brothers' Convertible Sedan has been designed to embody the very latest and best in American and foreign coach work.

The general lines are conservative, as well as graceful and dignified. With its flat type of roof and the absence of extreme lines, the body is one which will suffer little from sudden shifts of fad or fashion.

Particular attention to comfort is evident in all details of the seating arrangement. The cushion springs are of the highest grade material, well padded with curled hair. Attractive in appearance and especially wide and deep, the rear seat is truly inviting in every respect. The front seats are divided, an aisle separating the passenger from the driver.

All windows are of plate glass and are designed to be thoroughly watertight and wind-tight. They are provided with an attachment to prevent ratling. All windows may be lowered and the door windows may be adjusted to any height for ventilation.

Dodge Brothers' Sedan is designed for use in summer as well as in winter. Its adaptability to all weather conditions is one of its most prominent advantages. The arrangement of the doors and windows is such that in a few minutes' time it may be converted from a closed to an open car.

The rear side windows may be entirely removed and concealed in a narrow compartment especially built in the back of the rear cushions. The remaining windows may be lowered from view and the pillars extending above the body may then be removed without difficulty and deposited under the rear seat.

All joints and fittings are so carefully made that when the windows and panels are in position it is difficult to determine that the body is of the convertible type.

Bachrach Tells Of His Visit To Overland Manufacturing Plant

Manila, Jan. 17.—E. M. Bachrach, Willys-Overland dealer in this city, who is one of the 5,000 dealers visiting the great Toledo plant in connection with the immense convention now in progress, recounts his experiences in this entertaining letter:

"Nothing was ever so impressive as our tour of the great plant that turns out Willys-Overland cars.

"Our Pullmans all parked in the company yards. There was room enough, for there are seven and three-quarter miles of track within the plant.

"Each man got a card containing a picture of Mr. Willys and an autographed message of welcome from him. Next thing I knew we were lined up on the steps of the stunning new administration building getting photographed.

"Elevators shot to the company's own restaurant on the sixth floor. There we had a corking breakfast. At each plate was a copy of the live new Willys-Overland house organ "The Starter." It mapped our day's program.

"Then started our tour of the plant.

"Our guides were carefully picked men. They knew the plant from end to end, and the parties were small so that each member of the party could have his questions answered.

"Nobody ought to try to sell Willys-Overland product without knowing this plant. You can't grip the immensity of the proposition till you do.

"$25,000,000 are tied up in land, buildings and machinery, not to say a word about the stock of parts and raw material.

"From the roof of the wonderful administration building, which stands out like a state capital, you get a great panorama of the plant. You can then readily believe that it occupies 103 acres with 4,486,680 square feet of floor space in daily use and a production capacity of 1,000 cars per day.

"You can appreciate the growth from 250 employes in 1908 to 17,300 in 1916.

"1,000 persons, more than the entire manufacturing force of many a company, work in the administration building alone. This structure, 375 feet long, has every facility for rapid work, including dictaphones, its own telegraph and telephone system and a mail handling department that does about everything but write the letters.

"Paris by the untold thousands are in the shops with a value into the millions of dollars. There are lines of motors. I never saw so many crank shafts together. Our guide said 6,000—I'd have believed 60,000.

"There is stock in bins, stock in yards, stock along the walls, connecting rods, frames, fenders, mudguards, hoods, rims, springs, axles, torsion tubes, transmission gears, shafts, brake parts, steering rods, pedals—it is an unending procession.

"Every thirty days sees an average of 10,000 tons of steel come in. It is handled by a magnetic crane that enables two men to do a work that formerly required thirty.

"There are amazing machines. The toggle press, for example, held us all. This monster, with its pressure of 1,000 tons, shapes cold steel like cardboard. A piece of metal fed to it comes out as a side frame. It can make 2,000 of these in an eight hour day.

"Other mighty machines stamp out radiator shells, fenders, cowl dashes and doors.

"You take off your hat to the drop forging machines. Down comes the hammer and the fiery piece of iron is beaten into shape. The complete drop forging of the front axle can be accomplished with one heat.

"Every kind of part requiring strength was drop forged while we looked on, axles, crank shafts, brake assembly rods, brake and control rods, spring shackles, gear blanks and brake rod sectors.

"We saw the company's accurate system of die making. It calls for a special workman on each detail. One works on the shaper, another on the planer and a third on die sinking.

"The multiple spindle drill in one operation drills all the holes in the front axle. This is a guarantee that each will be in right relation to the other.

"It was hard to drag us away from the automatic turret lathe that surfaces and finishes fly wheels. It works as though somewhere within its metal vitals a brain was concealed. The workmen has only to put on the rough fly wheel, adjust the first set of tools, push the lever, and let the machine do the rest.

"The cast iron is peeled off as readily as wax. Sometimes four or five operations are performed at once. When one set of cuttings is done, the machine stops automatically, and the next set of tools comes automatically into place. Twenty operations are performed in fourteen minutes. 26 pounds of metal are removed from the wheel. One man can watch three of these machines.

"The vertical cutter of gears on fly wheels almost matches the turret lathe in interest.

"Moving up and down, the cutter at the same time slowly revolves, the fly wheel turning in the opposite direction. By the time a complete revolution of the fly wheel has been accomplished, all the gears are cut.

"We all fell for the aluminum foundry and for the machines that finish the aluminum parts.

"The multiple spindle drill bores 81 holes in the crank case in one operations. This is a proof of the superiority of machine processes; for the holes must be in the right relation to each other.

"We looked on while whole forests of lumber were being turned into bodies in the wood work department. This lumber comes in by carloads. As 214 feet of wood is required on a small touring car, we could readily see why so much was required.

You make this round and you can understand this company's immense consumption of material—18,000,000 pounds of solder annually, 2,500,000 pounds of tin and lead for smoldering, 100,000,000 pounds of brass and copper, 12,000,000 feet of steel tubing and 125,000 tons of steel."

New Standard For Test Of Car

A new standard in automobile-making and operation, which in all likelihood will have a more far-reaching effect in promoting efficiency, and in searching out inefficiency, in the motor car than any of the important standards hitherto adopted for the upbuilding of the automobile industry, has been about completed. This standard is for measuring car performance, both as to power and amount of fuel used. The devising of tests that in an acceptable degree would meet the strict demands of the purpose sought has required months of preparation. Not only was it necessary to formulate a set of rules that would apply with justness and comprehensiveness to a difficult problem, but also apparatus had to be provided that would record with unerring precision the slightest variations in car performance.

This work has been done by the Research Division of the Society of Automobile Engineers. An informal test of the new standard has been made on the Sheepshead Bay Speedway, with most promising results. It is expected that the car performance standard will be available for general use in the early part of next year.

At the beginning the committee found that it was necessary to simplify the problem in hand as much as possible. In order to have a uniform roadway for all tests it was decided to limit the trials to speedways. Two tests were selected as the means for measuring what a car could do—one, acceleration as the gauge of the power of the car, the other economy of operation on the basis of fuel consumption.

Each of these tests must be made under the same conditions. In changing from the fuel test to the acceleration test no change in the gear ratio or in the carburetor adjustment will be permitted. There have been thousands of car tests in the past, but even where performances were of great merit they suffered from the lack of some standard that would pass unquestioned among automobile makers and owners. In many of these trials the fuel test and the power test were made with cars specially adjusted, fuel, for instance, being lavishly used in a power test, and thus a result so obtained was not truly representative of car efficiency, for to the average motorist power produced and fuel consumed are inseparably woven.

For each of the tests of the new standard special apparatus has been provided by the committee. For the acceleration test wires, electrically connected, are stretched across the track at given distances. At the Sheepshead Bay trial the wires were 100 feet apart, though it is yet to be determined what distance will be prescribed in the final standard. Attached to the front axle of the car under trial is a wooden bar which, in passing over a wire, strikes the projecting finger of a switch and closes it. This establishes an electrical connection which causes the recording of the passing of the car over the switch on a revolving drum with which each of the wires in the layout is connected. The drum rests on a table at the side of the track.

This apparatus was invented by Professor Walter Fishleigh of the University of Michigan, one of the members of the committee. From a bar above the drum two fountain pens descend, each tracing a line on the sheet of paper around the drum. One of these pens, actuated by a magnet in connection with the transverse wires on the track, makes a tiny jagged break in its line every time one of the wires is crossed. The other pen is electrically connected with a chronometer, and traces seconds of time side by side with the distance line on the drum. Thus from a standing start the acceleration of the car under test is accurately marked on the sheet of paper. At the first trial of the apparatus at Sheepshead Bay the acceleration of a car was measured for slightly more than half a mile.

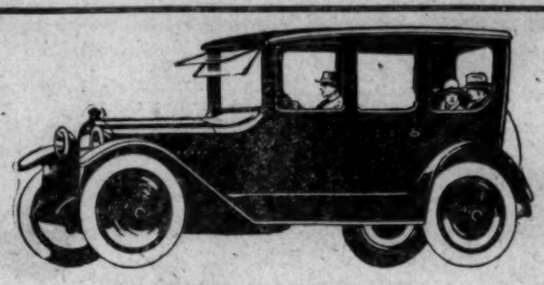
Another acceleration test with a different apparatus, though based on the same principle, was made. In this case the car itself carries the measuring device, which was designed by Professor David L. Gallup of the Worcester Institute of Technology. The distance measured is based on wheel revolution. A commutator is attached to one of the front wheels, and the recording pen of the drum, electrically connected with the commutator, indicates each revolution of the wheel.

The stationary apparatus is more serviceable when a series of tests are to be made on different cars, while the apparatus mounted in the car is more flexible when the test is limited to one car, especially where the try-out is to extend over a greater distance. There was some discussion as to measuring distance by the front wheel, but it was found that two measurements, one at high speed, the other at low, virtually coincided; in a four-mile course it was discovered that the wheel made two more revolutions at high speed than it did at law. There is still some question as to the accuracy of a chronometer carried in a car moving at high speed.

In the test for fuel consumption two special small round tanks for gasoline are attached to the windshield of the car. The gasoline to be used is weighed before the trial and at the end to show the amount consumed. One of the tanks is merely supplementary, for operating the car until the starting point of the test is reached and after it is concluded. This test is designed to show not only the amount of gasoline consumed per mile by a given car, but also to show how much gasoline is used at different rates of speed per hour. The general economy of a car in gasoline is brought out and also at what rate of speed it achieves its greatest economy. In the test at Sheepshead Bay six different fuel tests were made, at the rate of ten miles per hour, twenty, thirty, forty, fifty, and sixty. In this case the least gasoline per mile was consumed when the car was traveling at the rate of twenty miles an hour, which was about half of what was burned per mile when the car was going at the rate of sixty miles an hour.

In limiting the tests to speedways the committee recognises that the results shown will not coincide with those that could be drawn from similar trials on the average highway, but contend that the facts brought out will form a basis for true comparisons. Highways vary so much that tests made on a piece of roadway in one part of the country could not be justly compared with similar tests made on a piece of roadway in another part of the country, while tests made on a speedway, say in Indianapolis, can be fairly compared with tests made on a speedway in another part of the country.

Among those present at the tests were, in addition to Professor Fishleigh and Professor Gallup, who is Chairman of the Research Divison of the S. A. E., Professor C. B. Veal of Turdue University, Professor R. M. Anderson of Stevens Institute, Coker F. Clarkson, General Manager of the S. A. E., and A. C. Woodbury, Recorder of the Standards Committee.



The World's Viewpoint on the Hupmobile

BECAUSE motor car buyers have learned keenly to judge value, the world-wide approval of the Hupmobile is both interesting and important.

The car that wins everywhere the high favor accorded to the Hupmobile must be the best in its class—and the Hupmobile is that.

It must be comfortable to the point of luxury—and the Hupmobile is that also.

It must afford the maximum in roominess, convenience and easy riding—as the Hupmobile does.

It must be fast in the getaway, flexible and easily handled, powerful for speed and for the hills and heavy roads, silent and smooth-running.

And the Hupmobile is all these to an unusual degree.

Last, it must be economical to run and to keep—and Hupmobile reputation on that score is flawless.

Any Hupmobile dealer is ready to submit the car to any reasonable demonstration you may require to convince you—as thousands already know—that it outpoints any car in its class.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels. special colours. khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.

Dealers for all China, except Peking Province:

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THE most economical cars for their power built in America, yet offering the utmost in luxury and riding comfort. The King was the *first* moderate-priced "8" on the market and is now operating in greater numbers the world-over than any other 8-cylinder car except one

The powerful Model E E Chassis—for which there are four handsome body styles—has a 60 Horse-Power V-Type Engine and a wheel base of 120". Electric starting and lighting is by the famous Ward Leonard system. Each body style provides generous storage space and all King cars are delivered completely equipped in every detail.

7-passenger Touring Car — 7-passenger Sedan

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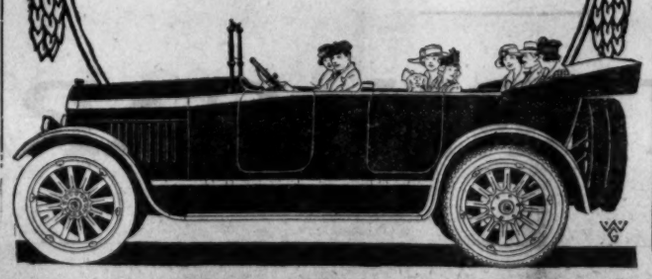

CALL ON US for MOST MILES PER DOLLAR!

We have become the headquarters for the motoring supplies of this locality, owing to our policy of striving for steady patronage rather than big profit.

The goods we sell, as well as the service we render, are such that will inspire your confidence and make you one of the many friends who spread the good news of the kind of service to be obtained from us.

Whenever you want a tyre, or tube, we will give you that extra big measure of value that goes with the name

FISK TYRES

We have just received a new big shipment of the handsome, stylish FISK TYRE, with red top. This extra value of fine appearance, added to most miles per dollar, is winning new FISK TYRE-USERS daily.

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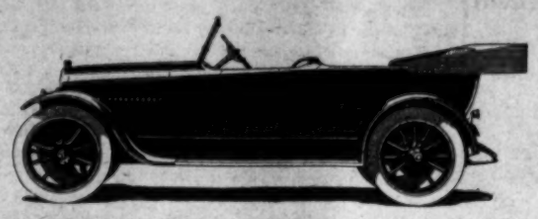

ONE YEAR of the HUDSON SUPER-SIX

A year ago a stranger—an enigma. A new invention with astounding claims. It perfected the Six and turned interest back from added cylinders. It showed the way to real efficiency. Holder of all worth-while records. Applauded by 25,000 enthusiastic owners. The Largest Selling Front Rank Car.

A STORY UNPARALLELED IN AUTOMOBILE HISTORY

Two years ago, with us and with others, the trend was toward motors of the V-type.

We were then the foremost builders of the light-weight Six. Its advantages and limitations were fully understood by us.

Its smoothness of operation quickly made the Six the accepted type over Fours. But as the motors were developed limitations were encountered which prevented the realization of engineering ideals.

The problem was approached principally from the standpoint that if added cylinders were adopted, all such limitations would be banished.

For a time it seemed the Six would cease to command the leadership it had maintained.

Just before the New York Automobile Show one year ago, all interest centered in motors of the multi-cylinder type.

But at the Show, the Hudson Super-Six made its debut. Then instantly interest swung to it.

We claimed a new type. The factor which had limited the efficiency of all types—Fours, Sizes, Eights and Twelves—had been discovered and overcome.

A new principle in design had been revealed.

What had been thought by leading engineers for years had been found by Hudson.

The simplicity of the Six could be retained. Motor limitations had been removed. Added cylinders were not needed.

So leadership, because of that, was accorded the Super-Six.

The trend to the multi-cylinder was arrested.

Numerous makers gave up their Eight and Twelve cylinder plans.

Let us review the year's developments:

The Super-Six Showed the Way

Hudson engineers approached the problem from a new angle. They solved it with a mathematical principle upon which a basic patent was granted.

By that single invention the most sought-for solution to motor car problems, regardless of the number of cylinders, was found.

Greater power was obtained. More flexibility was shown and when the car was tried for endurance it successfully met tests never imposed on motor cars before. These things we think essential to efficiency. *They are efficiency.* You will see by what the Super-Six has done in winning all worth-while stock car records that our claim to 80% increased efficiency is a modest boast.

Greater Proof of Endurance

Until the coming of the Super-Six practically all records for speed, acceleration, hill climbing and endurance were held by Fours. The Sixes had not done much.

A few records had been won by cars of the multi-cylinder type.

But the Super-Six instantly changed that condition.

We first proved the endurance of the Super-Six motor by running a stock chassis 1819 miles in 24 hours. That beat the best previous endurance record by 52%. It is perhaps the world's most coveted record.

We showed greater power by winning the Pike's Peak Hill Climb, the greatest "non-stock" event of its kind. And we defeated twenty famous contenders in the world's most trying power test

We proved road service by driving a 7-passenger Super-Six-Touring Car from San Francisco to New York in 5 days, 3 hours and 31 minutes.

Then we turned around and went back, completing the round trip in 10 days and 21 hours. Thus twice in one round trip with a single car we established America's greatest proof of endurance. It was the first car ever to attempt the round trip against time.

Our invention gives more power without added cylinders or weight. It gives quicker acceleration and adds a yet unknown degree to the endurance of the motor.

All this came from the solution of that one problem which engineers had been unable to solve. The power that had been wasted in the motor itself was delivered where it was useful and available.

This Turned Interest Back to the Six

But many did not distinguish between a Six and the Super-Six.

As a result all makers of Sixes profited. Many buyers thought by what the Super-Six had shown that any good Six could do as well. So when they found it difficult to get prompt delivery of a Super-Six they accepted a Six.

Now they know there is no similarity between Sixes and the Super-Six save in the number of cylinders used.

They know that without the Super-Six invention all motors are limited as to efficiency. They know that with the Super-Six invention any motor of one, two, four, six, eight or twelve cylinders delivers more power—is more flexible and will give longer service, many times over.

And they know that being patented such efficiency is exclusive to the Hudson Super-Six. It is the only known principle by which such efficiency may be obtained.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

For full particulars and demonstrations, apply to the

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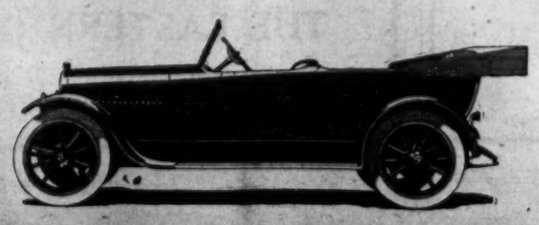


German Substitutes For Rubber Tires

(By U. S. Vice Consul H. E. Carlson, Frankfort on the Main.)

The scarcity of rubber and the partial commandeering of rubber bicycle tires have cause a number of substitutes to appear on the German market. The substances used are steel wire, leather, wood, prepared canvas, and combinations of these substances.

The first substitute to appear was a tire made of steel wire, about ¼ inch thick, which was made up into a very close coil, the two ends being welded together so as to give it the proper shape. The wholesale price of this product is now 12 marks ($2.86), and it is retailed for 18 marks (4.28). Besides the fact that the price is high, the steel-coil tire has the additional objection that it cuts into the pavements and rattles considerably when in use. The latter objection might be overcome, it is said, by placing a layer of felt between the rim and the tire, but this would increase the price.

Wooden tires have been used with some success. At least three different types of which wood is the main part are sold here. In a few cases the tires are made of a single piece of wood, and retail at 4 to 6 marks ($0.95 to $1.43). Sectional wooden tires also have appeared on the market. One of these is made by the Continental Caoutchouc und Gutta Percha Comp., of Hannover. It is Composed of 47 parts. These are 12 wooden tire-sections of 3 different kinds, 12 tin plates, 12 screws, 10 connecting pins, and 1 thumbscrew. The tin plates are used to secure the sections to the rim, which must be of metal; the screws to attach the tin plates to the ends of the sections; the connecting pins to hold the sections together, and the thumbscrew is put through the valve hole in the rim and thus tends to attach the tire more firmly to the rim. The company is selling this tire for 6 marks ($1.43). In reality the expense is a little more, for in order to give satisfaction shock absorbers in the form of steel springs must be attached to the fork of the front wheel. These springs retail at 7.50 marks ($1.78) and are also to be had through the Continental Co. This brings the total cost for a set of tires up to 19.50 marks ($4.64).

A third wooden tire which is advertised is said not to be meeting with great success on account of the price. This is made of one piece of wood, the outer surface of which is covered with a small strip of leather. Between the under surface of the tire and the rim several steel springs are placed with a view to securing elasticity. In addition to this, large steel springs are attached to the front and back forks. The cost of this outfit, including the two tires and the large springs, is 36 marks ($8.57).

Several leather-covered and canvas-covered tires also are on the market. These are solid, the outer casings being of leather or prepared canvas, and the inner part consisting of wood and other substances. To make the tire more durable small pieces of steel are often affixed to the outer or wearing surface. The prices for products of this class vary. One fairly good leather-covered tire retails at 48 marks a set (11.42); another at 70 marks ($16.66).

The tire that is said to have the strongest claim to being a real substitute for the rubber article appears on the market under the trade name of "Lobo." It is made in Chemnitz, Saxony, by the Kunstgummi, G. m. b. H. It is composed of two parts, corresponding to the former inner and outer tires. The inner part, which is most important, is solid and is covered with cloth made into the shape of a tire. The tube is filled with a preparation resembling rubber. The outer tube is composed of prepared canvas and is said to have very good wearing qualities. The effect is to give the tire a certain amount of elasticity, so that it can be used without springs at either of the forks. The price for a set of these tires is 52 marks ($12.38). This will doubtless tend to restrict their use.

The most practical tire, from the point of view of both price and service, seems to be the sectional wooden tire.

Overland in Hill Climb Test in The Straits Settlement

Climbs 2,400 Feet Over Road Only Negotiated By Coolies With Sedan Chairs

From far off Penang, next to Singapore, the most important city in the Straits Settlements in the East Indies, comes another story of the remarkable power and endurance of the new series model 75 B Overland.

In this instance the small but powerful car negotiated the entire distance from the base to the top of Government Hill, a little more than 2,400 feet in height, over a road practically unknown to vehicle traffic. Its steep grade can be better appreciated when it is known that the usual way of ascending it is in a chair carried by six coolies.

The road up the side of Government Hill measures 2.85 miles from the bottom to the top and it has an average gradient of 1 in 6.3. The ascent fos made more difficult by bars of earth which run obliquely across the road, at intervals of 40 feet, in order to direct the rain water into the drain at the side. These bars are about five inches high with their sides sloping at an angle of 40 degrees.

"Ever since I took up motoring my ambition has been to climb to the top of Government Hill," writes T. Kwong Kai of Penang, who made the ascent. "The difficulties of the climb lie in the bars across the road and the hairpin corner. Whenever one of these bars was crossed the car jumped into the air and the engine did 2,000 revolutions per minute. When the rear wheels came back to earth we could almost hear the road eating chunks out of the tires. At every jump, some of the passengers thought the frame would snap in two. The driver had to cling to the steering wheel while the passengers gripped the sides of the body.

"The car took the hairpins easily, but there were some which were too sharp to allow the car to pass without reversing. When it was found that the car could not turn around, the throttle was closed and as soon as the car was running backwards the front wheels were turned the opposite way when a favorable position was reached, the car was stopped and wooden blocks put behind the rear wheels. This made restarting easier than when the brakes were applied the whole time. When we were 2.8 miles from the bottom, a heavy rain came up and we postponed the trip until the next day.

"On the following day, the road was dry again and we were soon in sight of our destination. The car stopped near a stone displaying the inscription "2376 feet above mean sea level." Somehow or other we managed to turn around in the 16-foot road and we started down. The descent was made without incident and during the whole trip the car depended entirely on its own brakes.

"In spite of the prolonged use of low gear coming down the radiator never overheated and the lost water amounted to only two pints. More than four gallons of gasoline were used on the jaunt, a little more than five miles, which normally would have propelled the car over more than 80 miles of level road."

Cheaper to Move Then Pay Rent in Motor Car

San Francisco, December 17.—"If it's cheaper to move than pay rent," said Alton B. Holmes, visiting motorist from New England, "it's certainly money in your pocket to keep on moving—in a motor car."

Holmes has been a visitor to the Coast for many years and is an enthusiastic motorist, with many thousands cross-country miles of touring written into his records. He drives a Chalmers car.

The day following the closing of the Panama-Pacific Exposition accompained by his family, Holmes left for an indefinite tour of the East and West. He returned here December 10, a year and six days having elapsed on the long tour.

Records of no kind were in mind on leaving and the unusual trip was taken leisurely, with unlimited opportunity of seeing the country traversed. Considerable time was spent in Colorado, with hunting and pleasure jaunts into Idaho, Wyoming, Utah and Nevada. During all this long period, however, the Chalmers gave way but seldom to the hotels, and as the car swung on to the Creek Route ferry at Oakland the speedometer was considerably over the 12,000 mark.

"I was even surprised myself," stated Holmes, "to find that $37.50 was my actual upkeep expense in twelve months of severe motoring. This naturally excludes oil and gas.

"Furthermore, two-thirds of my summer mileage was made over the steep grades of the Rocky mountains. As a mountain climber, I can heartily recommend the Chalmers six-30, and found the records of my own car to compare favorably with the achievements of the Chalmers at the famous Wilkesbarre contests, and up Pike's Peak. Incidentally, as to the latter, I took my car and family with extra-luggage over the noted summit of the Rockies with startling ease.

"Returning westward through October and November, we encountered several early snowstorms that drove us to the cover of a hotel. This was due to the extreme cold and not to any lack of practicability in sleeping in an auto tent. In one canyon through Idaho we carried nine men up a 22 per cent grade, with no signs of engine labor.

"Seven hundred and thirty gallons of gasoline were purchased all the way from 14 cents to 46 cents a gallon. The average for the entire twelve months was seventeen miles to a gallon."

Accompanied by his family, Holmes left this week for Southern California, where he will pass the balance of the winter. He intends making a number of short trips out of Pasadena.

London Motor Traffic Shows Ebb

Motor vehicle traffic in London was at a lower ebb in 1916 than it was in 1915, according to a traffic census recently taken in Edgware Road. The following is from the London Telegraph:

"Eachr September since 1906 Hewitt Griffin has taken a census of traffic in Edgware Road, London, on behalf of Motor Traction, in order to record the progress or otherwise of the mechanical horse. A steadily rising line shows in diagrammatic form the use made of motor vehicles from that date until the outbreak of war. The highest point is reached in 1915, after which there is a great fall. In other words, while about 700 motor cars passed a given point in Edgware Road during a nine-hour day in September, 1914—an increase of about 100 upon the preceding year—no fewer than 900 passed the same ground on the census day in 1915, but the number dropped to 450 last September. There are many causes for this rapid fall. A certain number of cars have been laid up for various reasons, the petrol restrictions have accounted for the absence of others, and the general call to the colors for the remainder. The 1916 motor traffic is similar to that prevailing in 1910, when 440 cars were recorded. It is to be hoped that the Petrol Committee will take note of these figures, for they clearly show that little if any unnecessary motoring takes place today."

Packard Co. Fights Freight Car Shortage

The freight car shortage, which has reached an acute state in all parts of the country, is particularly harassing to the automobile manufacturers of Detroit. The situation has so persistently delayed deliveries that traffic managers are resorting to all sorts of schemes to get their shipments under way.

Charles J. Shaar, traffic manager of the Packard Motor Car Company, has made special arrangement with customs officials of Canada to permit him to make shipments of Packard cars from Windsor, Ont., directly across the Detroit River from the Motor City.

He also has rented 26 freight cars that are used in summer for carrying race horses. These cars, being privately owned, can be used only for Packard shipments and are returned to the factory as soon as unloaded at destinations.

Shar's department also has fitted a three-ton Packard truck with a platform from which it is possible to load Twin Sixes on team tracks or sidings in all parts of the city. This arrangement has resulted in the shipment of several hundred cars that could not have been shipped otherwise. It is often the case that motor cars are conveyed ten or twelve miles from the factory to the loading point. The traffic department has scouts continually on the lookout for automobile cars and whenever they find an empty one, two Twin Sixes ready for shipment are immediately started on their way.

The truck is fitted with an inclined runway so that the car can run under its own power up and on the platform. Then the truck backs up to the door of the freight car and the Twin Six moves into the "side-door Pullman," also under its own power.

Frisco To New York In 5 Days, 3 Hours, 31 Minutes By Motor Car

In order that the few thousand people in San Francisco who did not know that the Hudson Super-Six had returned from its round trip across the continent in 10 days 21 hours might not long remain in ignorance of its record-breaking run, the H. O. Harrison Company invited all Hudson owners to join in a monster parade the day after the car arrived after its ocean-to-ocean journey. The parade was held during the noon hour and quite contrary to the customs with processions of this nature, it was permitted to take possession of the downtown streets, escorted by mounted officers of the San Francisco traffic squad.

Directly behind a thirty-piece band on a truck came the Super-Six that had made the ocean-to-ocean trip, the car's sides still gray from the mud bath through which it had wallowed for the previous thirty-five hours.

Behind the Super-Six came a gaily bedecked line of Hudsons driven by their proud owners. It appeared as though there were no end to Hudson owners in San Francisco that day. There were women, there were boys and there were girls in the cars making up the procession, all waving handkerchiefs, flags and bunting, as though glad they were alive and glad they had the judgment to buy Super-Six even before it had been demonstrated to the world that the Super-Six is the road car supreme.

One of the numerous floats in the parade was made up of a truck carrying a Super-Six Phaeton, with the driver and two of San Francisco most beautiful young women. Scattered along the line of parade so that he who ran—no matter how fast he ran—might read, was the legend in terse sentences telling of the feat of the Super-Six in travelling from San Francisco to New York in 5 days, 3 hours, 31 minutes, and then, to show that its energy was not exhausted had turned around and retraced its journey in better time than had been made before by any other car.

AUSTRALIA BUYS U. S. CARS

Statistics of Australia's purchases of foreign motor cars and motor cycles during the first six months of the current year show a very large increase over those for January-June, 1915; in fact, the imports during the first half of 1916 equal the imports for the whole of 1915. The trade of the United States for the half year made the noteworthy gain of 221 per cent in chassis, 267 per cent in motor car bodies, and 303 per cent in cycles. Canada likewise increased its shipments materially, and advance accounted for by the fact that the Canadian Ford Company supplies Australia. The first six months of 1916 showed automobile imports amounting to $4,177,754, as compared with $2,037,837 in 1915. In 1916 more than half of the imports were from the United States, that is, $2,707,297.

FOR MODEL MOTOR LAW

A. A. A. at Work on Measure to Do Away with Confusion

New York, December 15.—Simplification is to be the keynote of the new uniform Motor Vehicle and Traffic law which will be promulgated in a short time by the Legislative Board of the A. A. A., according to a notice sent out by that organization, which continues: The motor vehicle laws now on the statute books of most of the States are unnecessarily long and cumbersome. Duplication and further confusion exist where a State has separate motor vehicle and traffic laws on its books.

"Highway traffic in its final analysis is but a single problem," says Chairman O. I. Yellott, "whether it relates to motor cars, horse-drawn vehicles, traction engines, or pedestrians. Traffic should be handled as one problem by one general set of laws, so that the rules governing one particular kind of traffic may fit into and be consistent with those governing all other kinds of traffic.

"The details of the uniform law to be framed by the A. A. A. board have not yet been fully worked out, but it may be stated in a general way that the first subdivision will deal with general provisions relating to the applicability of the law and definitions of terms used therein. The second subdivision will deal with the appointment, powers, and duties of a Traffic Commissioner, who will have general supervision of traffic of all kinds on the public highways. The third subdivision will deal with the registration of motor vehicles and operators. The fourth will deal with the operation of vehicles of all kinds on the public highways, as well as with the conduct of pedestrians thereon. The fifth will deal with the enforcement of the preceding provisions."

TRIUMPH

Bicycles and Motor Cycles have figured prominently in the great National Struggle, and the Trusty Triumph has proved absolutely invincible. Triumph productions can always be relied upon.

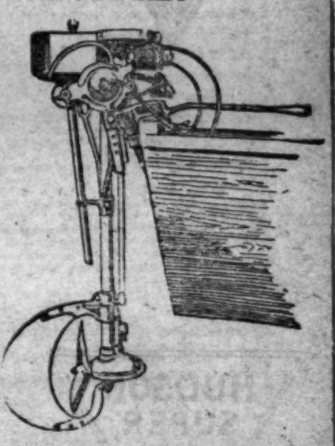
Triumph Cycle Co., Ltd., Coventry, England.

At the present time the whole of our productions are requisitioned by the British War Office and the War Offices of our Allies.

NEW MODEL
ARCHIMEDES
Portable Boat Motor
2 and 5 H.P.
THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

For Business, Sport and Recreation

May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. It is easier to start, more powerful, and more reliable.



Simple, Strong, Durable, Reliable

Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.

Wm. Katz & Co.,
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SOLE AGENTS IN CHINA
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C.A.V
CAR LIGHTING AND STARTING
BRITISH made with BRITISH material by BRITISH labour on BRITISH soil."

is designed on the very bed-rock of simplicity, no complications, no intricate mechanical or electrical devices—just a perfectly arranged system in which the lighting and starting are run from one battery.

Motorists are invited to write for full particulars of the Simple, Safe and Certain System.

Complete Light Car Lighting Set $22.15.0
F.O.B. London. Write for special brochure.

C.A.Vandervell & C°. Ltd.
ACTON, LONDON, ENG.

POPULAR PRICED MOTORCARS ARRIVE.

We are in receipt of our stock of **1917 Chevrolet and Chandler Cars,** which represent the latest features in automobile construction. These cars are priced to meet the requirements of the ordinary man who needs a car for business or pleasure.

For demonstration 'phone West 197.

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A shipment of
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SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, FEBRUARY 4, 1917

SKOTTOWE GAME WON BY THE S.F.C.

Qualify for Final Match by Defeating St. Xavier's Team, Two Goals to One

RECS. ARE ALSO IN TEST

Will Meet Club, Having Disposed of Municipal Schools By Score of 3-0

The Football Club beat the St. Xavier team by two goals to one on the Police Ground yesterday afternoon and thus qualified for the final round of the Skottowe Cup.

Clifford kicked off for the Club, and the rate at which both teams went promised the large crowd of spectators a really good game. The teams were out to win and all the players were at the top of their form. St. Xavier's at first made the pace and raced away in the direction of the S.F.C. goal and just for a few minutes it looked as if the boys were bound to score, but a clearance was made and the ball went soaring out to the left, where Leslie collared it and sprinted down the wing. When he got well into the enemies' territory he sent in a lovely center, which was well trapped by Lyhne, who shot hard and beat Bretfield. The referee at once pointed to the center although there was a certain amount of dissatisfaction at his decision. Some of the spectators, and more than one of the players were convinced that the goal was offside.

With the score in their favor, the Club seemed to slack off a good deal, and the game was only saved from being deadly uninteresting by the brilliant wing play of Alex Leslie and his inside partner Drake. Time and again these two players made inroads into the Xavier goal area and the centers that the former put in were the admiration of all who beheld them.

But to just the extent that the Club eased up, so the College boys rallied. Bretfield sent the ball rolling on one of the finest attacks of the game. Dropping somewhere in mid-field the forwards pounced upon it and passing it from one to another they at last got right into range. The inside right sent in a daisy cutter but McLean stopped it in fine style and Isherwood made a temporary clearance. But the boys were now getting into their stride and they were running the Club players off their feet. David Campbell, Isherwood and Forshaw met the attacks valiantly but it was no good, the Xavier team had made up its mind to score, and so they pressed and pressed until at last Gioulis took a shot and placed it so well that the whistle blew and the ball was spotted in the center of the field.

Nothing succeeds like success, and so with the score now level the College boys thought it looked as if they might win. They raced at top speed all over their opponents' country and for the last part of the first half they kept the Club hemmed in. If the ball did get out, the players of the senior team seemed to like it so much that they hung on to it until one of the opposite side took it away and again took it into the other area. The whistle sounded half time with the score standing 1-1.

From the kick off the Club began to press again and to show some of their early form. A misunderstanding between the Xavier backs let in Drake who scored with a nice shot. This proved to be the end of the scoring and gave the Club their victory. The second half did not strike one as being particularly good football. Except in patches neither side seemed to combine well and the great fault on both sides was hanging on to the ball too long.

The Club have to thank Isherwood and Forshaw, backed up by the excellent keeping of McLean, for their win. Without that trio—and a very safe trio, too—the College boys would have turned the tables badly. The Club forwards lacked combination. Leslie and Drake did most of the good work that was noticeable in the attack. In the half line Campbell was always prominent. Clifford, usually so good, had an off day.

For St. Xavier's, Bretfield kept an

(Continued on Page 2)

'Passers-By'

By Domino

Dear Passer By: A very happy Christmas to you. What about starting on the play next Wednesday? Everyone to turn up word-perfect and filled with enthusiasm. Yours Henry Schlee.

* * *

This was the kind of intimation that the cast of 'Passers By' received just before last Christmas, and since then a powerful group of players has been working hard at the beautiful four act comedy that the A.D.C. are producing for the first time on February 15. Mr. Henry Schlee has had the play in hand. He has been patient; he has been irritable; he has been downright bad tempered; but he has now got just what he wants, and he is looking forward confidently to entertaining Shanghai audiences by a really fine show.

* * *

'Passers By'—written by Mr. Haddon Chambers—is an eminently sympathetic play. It makes no violent appeal to the emotions, but it compels the trickling tear, that surreptitious use of the handerchief which men, and even women, use so many subtle but obvious little subterfuges to conceal. Do not think that the play is a morbid one. Far from it, it is just a little bit of real life, with its moments of pathos, and with its moments of laughter. If you weep, and I think some of the softer hearted among us will, it will not be a distressing weep, but just a gentle pleasurable sigh that makes us say to ourselves or nearest neighbor: "How nice!"

* * *

Next to laughing heartily there is nothing for pure enjoyment which can beat the mellow moistening of the eye, when the sentiment catches the breath, and produces the silent sob. It is this sensitive quality which throbs through 'Passers By' like the beating of the human heart.

* * *

Mrs. Arthur Welch is taking the part that has the pull on the heart strings. She has been working very hard and her study is most convincing. She looks the part, and those who have had the pleasure of seeing her in rehearsal prophesy a big success for her. Mrs. Schlee sinks her own charming personality and makes herself as disagreeable as the 'Lady Hurley' created by Haddon Chambers ought to be. Then the players include Mrs. Isenman. It seems quite superfluous to say she is good in the character she is taking. She is always good, and as Beatrice she is as charming on the stage as she is off.

* * *

Mr. Henry Schlee takes the lead among the gentlemen. He has a straight part and walks through with the ease that we are accustomed to in this accomplished actor. Mr. Burrett is a cabby. I think that he has mistaken his vocation. He looks on the stage as if he had been doing night work 'for over thirty years.' Probably one of the best character studies that has been portrayed on the stage is Mr. Haddon Chambers' 'Burns, the wastrel.' He is a very human being that has his social center on the Embankment. Mr. John Hays simply revels in the part. He has had many good parts, all of which he has done justice to, but I doubt if he has ever done anything better than his 'Burns' promises to be.

* * *

'Little Peter' is bound to be popular with everyone on the other side of the footlights. Master Harold Alers takes the part. Those of us who remember the minute British Tommy in the Little Box of Soldiers chorus, in the Pantomime look forward to seeing the midget again in a speaking role.

* * *

Booking opens at Moutrie's on the 10th inst. The boxes are to be auctioned. Mr. Peyton Griffin is in charge of the scenery, while Mrs. John Hays is seeing to the furniture and general dressing of the stage. The performances are to be given in aid of the Sailors' Orphans Fund. Shanghai requires no urging to support such an excellent object. Thanks to the British Navy we are able to live in comfort out here. There is no need to ask folks to look after the youngsters of brave men who have made the great sacrifice. To help, either on the bright side of the footlights or on the paying side, is a privilege that we appreciate.

The Weather

Fine weather with variable and moderate breezes. The maximum temperature recorded yesterday was 43.8 and the minimum 22.4, the figures for the corresponding day last year being respectively 55.2 and 35.3.

NEW RULES TO END AUCTION DISPUTES

Revised Code for 1917 Clears Up Causes of Many Misunderstandings

By An Expert

New York, Dec. 17.—The Whist Club of New York has just issued the revised laws of auction bridge for 1917, together with a reprint of all the recent decisions of the committee on laws. The aim of the committee in its revision of the old code has evidently been directed chiefly toward clearing up some of the points that were left open to argument or misunderstanding, and to reconcile some of the apparent contradictions between laws in one section and those in another.

While the changes have added only one to the number of the laws themselves, it has taken six more pages of printed matter to make their meaning more clear, in the hope that the new version will abate in some degree the flood of questions that continually pours in upon the committee from all parts of the country.

Among the many changes, the first one to attract attention will undoubtly be the elimination of the last paragraph in Law 10, which said that the side having the higher score won the rubber, and which probably led to more disputes about bets on the rubber than any other sentence in the English language.

The first part of Law 1 has been changed to declare that the rubber continues until one side wins it by winning two games. Then Law 10 says that at the end of the rubber the winners score 250 points additional, and that the size of the rubber is the difference between the total scores. After this, just for the sake of clearness apparently, there is a paragraph to the effect that the losers of the rubber are entitled to the difference (in points) when they have the larger total.

The paragraph added to Law 11 is interesting chiefly to club players, as it relates to unfinished rubbers when no time has been agreed upon to terminate the play. If the player who is obliged to leave cannot find an acceptable substitute, his adversaries have the right to decide whether the entire score up to that point in the current rubber shall be cancelled or counted as if the quitting time had been arranged beforehand, under the old law, which requires the score to be made up as it stands, adding 125 for a game won.

Law 19 has been amended so as to make a distinction between cutting for entrance into a table and cutting for partners. If the cutting is to decide on the formation of a table when there are more than four candidates, and any player exposes more than one card, the highest is his cut. If they are cutting for partners and the player exposes more than one card he must cut again.

Law 40, with regard to a player's having less than the proper number of cards, has now been made one of the clauses (g) in Law 37.

Law 46, which has always stated that a player might overbid a previous declaration "any number of times" is now qualified by a footnote to the effect that seven tricks is the maximum, and that after such a bid is reached there can be no further declaration except a double, or seven tricks in a superior suit.

The committee seems to have had the greatest trouble with Law 49, concerning declarations out of turn. This subject was covered by about twenty lines in the old code, but now occupies nearly four pages, chiefly explanatory. The only new feature is the rule about doubling out of turn. This was slurred over in the old code.

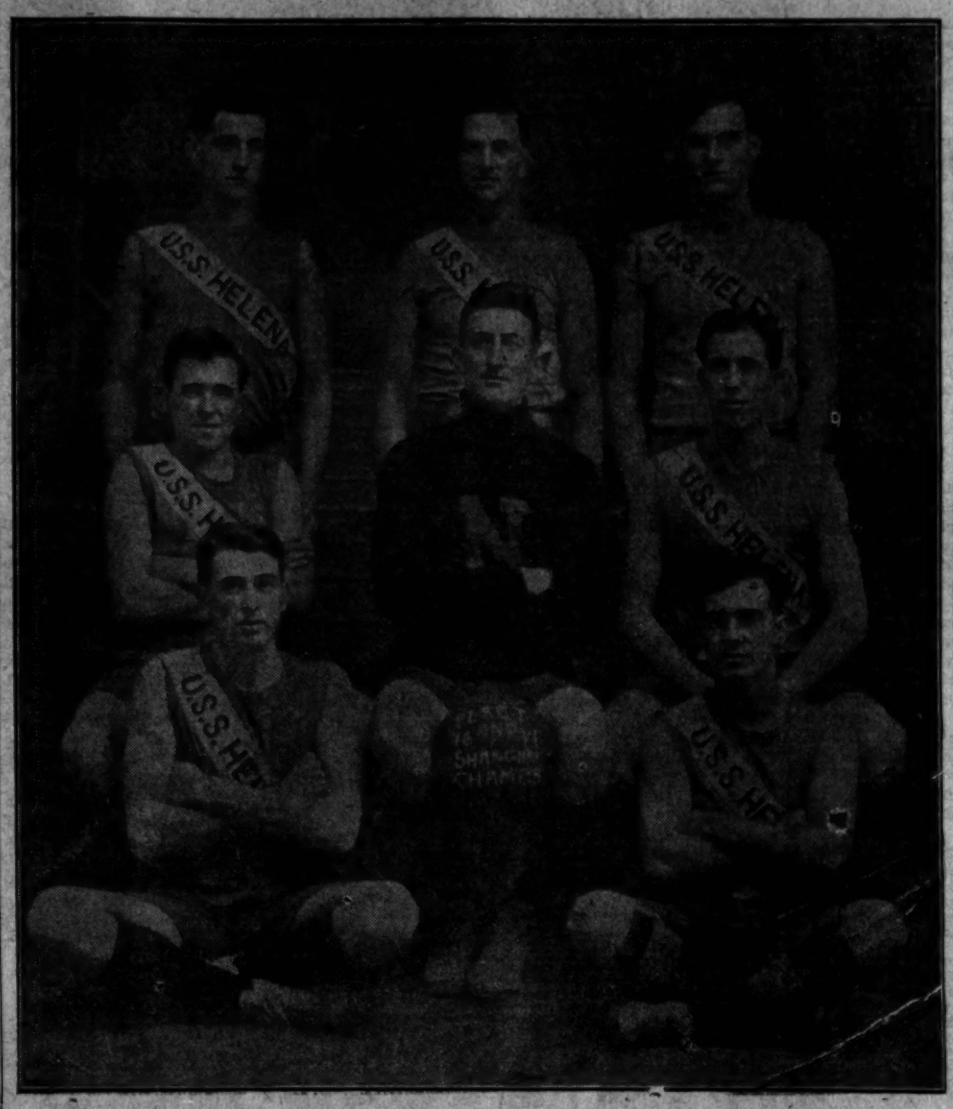
According to Law 49a in the new code, if a player doubles or redoubles when it was his partner's turn to declare, either of the adversaries may accept the double and redouble or they may demand a new deal or they may call the declaration that is doubled in error the final declaration, at the same time having the option of letting it be played as doubled or not doubled. The situation is not likely to arise very often, but it looks as if there would be a hot time if it did.

Law 50c is undoubtedly improved by the simple statement that consultation between partners will not be permitted. The old law, which prohibited "unlimited" consultation, was construed by many persons as sanctioning a few words of advice and its acceptance or refusal, provided it did not delay the game.

A very necessary law has been added to the code in No. 52, which

(Continued on Page 2)

U.S.S. Helena Claims All-Shanghai Basketball Championship



Top row; Gans, g.; Irwin, f.; Montgomery, c.. Middle row; MacDonald, g.; Lundy, f. (capt.); Collins, f.. Bottom row; Hollister, g.; Scully, g.

The above team claims on its record to be the fastest and cleanest exponent of basketball that has come to the East. It has contributed much toward making the sport in Shanghai one of the most popular of the fall and winter. The claim that the title of Fleet and Shanghai Champions has been earned fairly is based on the following record:

Games Played and Results

American School	7	Helena	35
U.S.S. Galveston	2	"	45
U.S.S. Brooklyn	28	"	45
Physical Directors	27	"	30
Shanghai Red Sox	24	"	25
Shanghai Athletics	16	"	27
Physical Directors	46	"	21
Shanghai Red Sox	34	"	28
U.S.S. Wilmington	5	"	28
S'hai Rowing Club	12	"	35
Physical Directors	18	"	30
Shanghai Red Sox	19	"	30
	238		377

Player:	Games Played.	Field Goals.	Foul Goals.	Total Points.
Lundy, f.	11	56	26	138
Collins, f.	12	55	11	121
Gans, g.	11	23	—	46
Montgomery, c.	11	11	—	22
MacDonald, g.	10	10	—	20
Irwin, f.	4	7	1	15
Hollister, g.	5	5	1	11
Scully, g.	4	2	—	4
Totals	169	39	377	

The Helena boys claim the local championship in addition to the fleet championship because they defeated the fast Red Sox, winners of the S.V.C. Championship, two out of three games. We are glad this controversy has arisen. It will do the game good. Meanwhile we would welcome a test series between the two teams.

Hockey

The deciding game in the Hockey Championship League, between the S. V. C. "B" Co. and the Sikhs, was played off on the Cricket Club Ground at the Race Course yesterday afternoon and resulted in a win for "B" Co. by nine goals to nil.

The goals were scored by Rawsthorne, Bland, Bothwell, Evans and Cooper. "B" Co's. defence played a good game and the goal-keeper had only two shots to deal with. The two Lannings were the pick of the half-back line and the forwards were all in the best of form.

The Sikhs played a good defensive game but fell away after "B" Co. had piled up 5 goals. At half-time the score was 2-0 in favor of "B" Co. The game was very fast and clean, and was refereed by Mr. Mann and Mr. Cale.

"B" Co. have been undefeated throughout the season, and the game yesterday was a fitting climax to a successful year. Their first game with the Sikhs was a draw, each side earning 3 goals.

BAD BOOKS BANNED

The Ministry of Education has issued a circular instruction to Chinese book-shops throughout the country to prohibit the sale of so-called immoral books. The books forbidden are ten in number and have been enjoying a wide sale. The Ministry strongly commands the authorities to watch and investigate all dealers in such books. Violators of these instructions are to be severely punished.

'La Navarraise' Is Big Success

Among the long list of successful evenings that the Lyceum Theater has seen during the last two and a half years none has been more thoroughly enjoyed than last night. A two-act opera and a delightful ballet filled the bill.

"La Navarraise," by Massenet, has been popular wherever it has been heard. Its tuneful melodies and its thrilling situations alone appeal to the interest, but when it has such excellent exponents as it did last night it is doubly acceptable.

Madame Thue scored a triumph. Her rendering of all her numbers called forth loud applause and her wonderfully realistic acting simply enthralled the house. She worked the audience up to something nke fever heat in the second act and left them almost too absorbed to applaud when she threw herself in an abandonment of grief across the body of her lover.

Mr. Speelman, as Araquil, sang in delightful style and in his latter scenes his acting was quite convincing. Mr. Currie, as Garrido, was really fine in every way. He looked his part and his splendid singing proved one of the best of the many good things of a great performance.

A very warm word of praise must also be given to Mr. Gjersing, who, as Bustamente, sang the Soldiers' Song in the most delightful manner. The chorus did their work well and added much to the success of the opera.

Part two was devoted to the ballet "Pierrot's Dream." The book and music have been written by Mr. L. de Luca, who also played, or rather danced, the part of Pierrot. This gentleman cannot be too highly complimented upon either his music or his acting. The former was delightfully tuneful and pretty and very effective and the latter proved most acceptable to the large audience.

Quite one of the features of the ballet was the Pierrette of Miss Brodie. This charming young lady really proved herself to be a most accomplished actress as well as a graceful dancer. The way in which she played up to Pierrot would compare favorably with the best that the English stage has to give.

Then Miss Valentine as Comet also did fine work. She was a regular whirlwind, but a particularly attractive one. She showed a fine sense of character in her work. Miss E. Newcomb is already well known to audiences here for her clever and delightful dancing. She not only maintained the high standard that she has set up for herself, but she ehanced it. The Columbines, the Harlequins and the Stars were also all that could be desired.

It is only necessary to add that Mr. Lemiere staged the opera and then we can understand why it was so good. Mr. Alberti and Prof. Manikus looked after the band. There were absolutely gardens of flowers for the ladies waiting to be presented and it showed just a little appreciation of the fine work put in by all.

Everyone connected with last night's production is to be very heartily congratulated, not only on the artistic success, but also on the sum that is bound to find its way to the coffers of the French War Orphans Fund.

Owing to the heavy booking for the second presentation of "La Navarraise" and "Pierrot's Dream," it has been decided to give a third performance at the Lyceum Theater on Wednesday evening, the 7th inst. There is to be a distinct innovation during the interval, in the form of champagne and sandwiches, which may be obtained for the modest sum of one dollar per head.

HUNT H'CAP WON BY MR. GULLAND

Veteran Brings Ancient Pony Claremont in First From Three Minute Allowance

8 MILES IN 25 MINS. 40 SECS.

Mr. Lemarchand Second on Wynona; Heavyweights Score Striking Success

By Johnnie Walker

Exchange will be a penny up on Monday! For did not that sprightly veteran, Mr. Gulland, of the International Bank, on that equally sprightly veteran pony, Claremont, win the Paper Hunt Handicap, yesterday!

In the handicapping for this year's event, the Stewards had apparently made up their minds to give all the heavyweights, veterans and unknown quantities the best possible chance of distinguishing themselves and started with a five-minute limit, which, on the dry going, was equal to something like a mile and a half start for the limit men. As anticipated, a very large crowd of competitors turned up at One Wide River.

The weather was everything that could be desired, erring, if at all, on the sunny side. The going was dry and dusty, but, as the field would be well strung out, this did not promise to be the serious matter it is with an ordinary hunt.

Mr. Newman marshaled the starters in their classes, which were sent off at half-minute intervals by Mr. Pirie. Before a big gathering of spectators, the limit men went away with a cheer, shortly after the time appointed, the first jump being One Wide River, which, as the ponies were cold, was got over anyhow.

The course was a really good one of almost eight miles, straight going on the whole and including most of the big jumps in the country, marred, however, by the Hong Jump, which is tucked away in a corner, behind a village and means disaster to anybody attempting to fly it, as was exemplified by Mr. Bertie Burkill. The rest of the field preferred to crawl down the bank and hop over the gap.

From here, to the finish laid by Mr. Springfield two hunts ago, most of the riders elected to follow the banks of the creek, taking their chance of crossing the end of a lagoon bridged by a wobbly round stone. The first comers got safely over the stone, when it turned turtle, putting Mr. Fash into the creek on one side and Mr. Drukeford into the lagoon on the other.

Late comers saw this stone standing up in the air and either crawled through the end, through a mudhole, or ran right round the lagoon, thereby losing fifty or sixty yards.

Springfield's Finish had been cut out into a very big jump—clean and honest jumping, like its namesake. Then came Artery Creek, with a low tide, followed by Schultze' Line and Suez and so to Westward Ho! At Westward Ho! platform, some of the half-minute class were temporarily thrown out by continuing down Westward Ho! Line, but quickly found out their mistake.

Then straight ahead, over three new cut jumps, swinging to the left at the Slough of Despond. At this spot, Rosewood, going like a son of a gun, got up with the half-minute and one-minute classes, passing them by with a flick of his tail, as though they were standing still.

Marah was the next jump, deep and yawning and then across Hungjao Road, through Pott's Garden, over a new cut jump at the crossing of a lagoon, then right to a new platform specially built over Broken Monument Creek. Rounding a bamboo fence, the trail crossed Hungjao Road again, towards Dallas' Grave.

Here the half-minute and one-minute classes had visions of a cloud of dust away ahead, showing what a distance they had to make up to catch the longer handicap men. But hope springs eternal and they all plugged away round the Clear Water and over a very good new cut jump, to Family Tree platform.

These same classes here had further visions of the same cloud of dust, a little closer and, after crossing Westward Ho! platform a second time, down Westward Ho! Line,

stragglers of the advance-guard began to be passed. Through Drop and Crawl and then along Barrier Creek, Rosewood had disappeared into the ewigkeit, but it was apparent to those behind that he would never catch up.

It was a very pretty sight here for the rearguard, to see the men in front traveling like the dickens down Barrier Creek, at the second jump of which the Chinese had very considerately placed a row of big stones, but, as everybody was jumping very well indeed, their sincere hopes of grief were doomed to disappointment.

Not until approaching the first jump on Beeline, did the half-minute and one-minute classes have the pleasure of catching up with Mr. Bucephalus, on Gaby, from the five-minute mark and, when they finally passed through the flags, pretty well together, they beheld the joyful countenance of the winner, modestly endeavoring to hide itself inside a greatcoat. Thus another new pink is added to the rolls of the blessed and, whilst envying the winner of the premier event of the season, everybody was heartily pleased.

That redoubtable heavyweight, Mr. Fish, on Wynona, despite his mishap near Old Woman's Bridge, ran into second place, whilst another heavyweight, Mr. Martin Little, on Standard Dahlia, was the third prizeman. It is a very long time since such a card of medium and heavyweights has been published, but nobody was inclined to grumble, because the lightweights have had their own way for quite a long time.

On the whole, the jumping yesterday reflected great credit on both ponies and riders. Very little grief was seen, although the Master will have to buy a new hat and Mr. Keller probably a new face, but evidences of grief were few and far between.

Everybody thoroughly enjoyed the ride and everybody will be keen to have another go at it next year. The course measured 7.9 miles and the time of the winner was 25 mins. 40 seconds—very good going indeed.

The card read:

1. Mr. H. C. Guiland, Claremont, 160 lbs., 3 mins.
2. Mr. W. R. Lemarchand, Wynona, 188 lbs., 4 mins.
3. Mr. H. Martin Little, Standard Dahlia, 174 lbs., 4 mins.
4. Mr. A. W. Burkill, Paragon, 175 lbs. 4 mins.
5. Mr. A. P. Coe, Fuji, 175 lbs., 5 mins.
6. Mr. T. G. Drakeford, Sea Swallow, 160 lbs., 1½ mins.

Next Saturday's Hunt

Mr. Whitamore and the No. 2. H.T. are understood to be planning a Klangwan horror for next Saturday. Mr. Whitamore flatly disclaims all responsibility and says that it is a case of *force majeure*.

New Rules to End Auction Disputes

(Continued from Page 1)

provides a penalty for giving any information about a player's hand during the bidding except that conveyed by the bids themselves. Should a player make any remark of that character his partner is prohibited from bidding altogether for that deal.

Auction players are all familiar with the type of player at whom this law is aimed and who is continually making such remarks as "Well, I have almost a no trumper here, but I'll just bid a spade to start with," or "Oh, I pass; I haven't got a trick in my hand."

Law 60 adds two valuable privileges to those already enjoyed by the dummy. While it is true that they have been tacitly admitted by the best players they have never been distinctly stated in the laws until now.

The first of these is the right to inform the declarer that he is entitled to certain penalties or privileges under the laws. One player often knows little of the laws of the game and his ignorance may deprive his partner of an advantage at a critical stage.

For example, it is quite a common occurrence for an adversary of the declarer to renounce to a suit, take back the card played in error, substitute another and proceed with the play. Very few persons will demand that the card played in error be left on the table. Still fewer are even aware that the declarer has the option of calling for the highest or lowest card of the suit to which the player has renounced, which is sometimes much more important.

The second of the new privileges accorded to the dummy is to allow him to insist that the declarer shall play out the hand, instead of conceding tricks to the opponents, provided the dummy has not deliberately overlooked the hand of either adversary before making the demand upon the declarer. This must be done, of course, before the concession is granted.

Low 65 has been greatly improved by stating clearly the manner in which exposed cards may be called, and in emphasising the fact that the holders of such cards may get rid of them in play if they can. One of the commonest errors with regard to the laws of auction has been that if a player had an exposed card on the table, subject to call, he could not play it until directed to do so by the declarer, or until it was the only one he had of the suit led.

A very important footnote has been added to Law 82, which will do much to clear up a situation that has led to endless disputes. Suppose two cards are played to a trick and the mistake is not discovered until one or two tricks afterward.

The laws declare that the side not in error may demand a new deal, but that if they conclude to let the deal stand the tricks already taken in may be counted, face down, and when the one containing five cards is found it shall be turned up and the superfluous card returned to its original holder.

But suppose he refuses to accept the card offered, and insists that it is not the one he held? The law meets this situation by giving to the side not in error the right to hand him any one of the five cards they please, even if the one he is entitled to is actually now the best of the suit, but the possession of the trick is not changed.

If there are no trumps and a trick containing five clubs is turned up, which was supposed to have been won by the jack, and the queen of clubs is found in that trick, it is still won by the jack.

There has, unfortunately, been no change in the revoke penalty, which is one of the absurdities bequeathed to us by the old school of law makers, who believed every card player would cheat if he could.

In Law 84, a footnote points out that tricks taken in penalty for a revoke may be used by the declarer to win the rubber as well as the game, if it is the rubber game in which the revoke is claimed and proved.

Obvious as this may seem to some persons, there are many who insist that it is very unjust, and there are on record countless instances of players refusing to concede a rubber in which the second game is reached by tricks taken in penalty for a revoke, because it is giving the declarer not only the three tricks that the laws have fixed as the equivalent of a revoke, but 250 rubber points in addition.

This is only another evidence of the persistence of the old fallacy which assumes that the laws of a game can be altered on account of the accidental state of the score.

Law 63 has an additional clause, limiting the time in which a revoke may be claimed. Under the old law a revoke could not be claimed after the cards were cut for the following deal, and said nothing about there being no such deal.

It was generally assumed in such a case that the revoke could not be claimed after the score was made up and agreed to in case the same players were not together in the next rubber. But, as every one knows, the score is very seldom "agreed to," and one frequently sees a person playing rubber after rubber without any exact idea of how much he has won or lost.

The new law effectually covers the case by stating that the revoke cannot be claimed after the cards have been cut for any purpose connected with the next rubber. If there is no next rubber the score will, of course, be made up and agreed to at once.

The concession of tricks, which was formerly a matter of etiquette, is now embodied in the laws. Law 95 now says that even if the tricks conceded by the declarer were such that it was impossible for him to lose them the concession must stand. Dummy may prevent the concession if he speaks in time, but only provided he has not overlooked the hand of either adversary.

If it is one of the adversaries that concedes the tricks to the declarer the concession must be agreed to by his partner, and the law says that silence on the part of this partner shall be taken as consent.

Taking it altogether, the new code, while a trifle bulky, is a decided improvement on its predecessors, and auction players generally should be grateful to the members of the committee of The Whilst Club for the labor they have put into the work.

School for Card Players

Poker—J. D. F. says: Six playing, B finds he has six cards, all having looked at their hands. What happens?

B's hand is foul, because he lifted and looked at it. The others play for the pool.

J. C. says: Four tens are shown for the pool, but three of them are red. The pack is then examined and found to consist of discards from a number of packs, all of the same pattern. B bets the imperfect pack does not decide the pool.

The claim for an imperfect pack must be made before the betting, after the last card is drawn, or the deal stands. This law is obviously necessary to prevent a player from making the pack imperfect after the draw. No matter what the pack consisted of, it was as fair for one as another, and it serves them all right for not examining it before they used it.

N. D. S. asks if there is such a thing as a misdeal in poker.

If what is meant is, does the dealer ever lose his deal on account of an irregularity, the answer is no; but there are a great many misdeals, which would require the same dealer to deal again.

F. N. asks if K A 2 3 4 will beat a pair.

Not unless round the corner straights have been agreed on before play begins.

T. C. says: The last man to be helped asked for three cards, picked them up and bet on his hand, but although he had the best hand he had only four cards, the dealer having given him one short. Does he win the pot, as it was the dealer's fault?

No, his hand is foul. He should have counted the cards given him, face down, before taking them into his hand.

B. M. J. says: A asks for three cards, one of which is accidentally exposed by the dealer. This was the first card dealt to him. The dealer stated that the rules required all others to be helped first, and then A would get his three. A bets he gets the two next cards, and has to wait only for the third card to be replaced.

A is right.

J. M. says: A opens on a pair of jacks. After the draw B tries to bluff him out, but fails, as A calls him. The opener shows only the pair of jacks, saying that is all he need show after the draw, and if B cannot beat them it is A's pot. B wants to see the whole hand.

A's contention would be correct if his bet or raise after the draw was not called, or he had not called another bet. But in this case A calls B's bet and both hands must be shown to the table for the pot, as both have bet equal amounts.

L. A. M. says: In a jack pot C picks up four cards and D six. E bets that although both of those hands are dead, C and D can come in for the opening and draw five fresh cards apiece, as each of them had his money up before the pot was opened.

The hands are dead, and both C and D must retire from the pool for that deal. It is their own fault for not counting their cards. If no one opens they are in on the next deal.

J. H. W. says: A opens and B stays. When A bets B raises and a spectator then calls A's attention to the fact that he holds six cards. Can A withdraw the bet he made after drawing cards and surrender the rest of the pool to B?

No, because all chips put into the pool, whether rightly or not, must remain. But for this rule it would be easy for a player who was unexpectedly raised to show six cards and take back his bet.

C. G. says: A holds the joker, with queen and three other diamonds. B holds ace, jack and three diamonds. Which hand wins and why?

The holder of the joker may call it what he pleases, and if A calls his the ace of diamonds his flush is ace, queen high, while B's is only ace, jack high.

Billy Sunday Recalls 1885 Race to Latham

Boston, Mass., Dec. 13.—"Hello, Billy!"

"Arlie, why, you old ——!"

Further formalities were muffled when the Rev. Billy Sunday threw his arms around the neck of the dignified man with iron gray hair who had been ushered to the rostrum by Mrs. Sunday at the close of Billy's onslaught on "booze" in the Sunday Tabernacle.

From the conversation that followed the crowd learned about the famous race between Billy Sunday, noted evangelist and one-time member of the Chicago Baseball Club, and reputed fastest runner in the National League in 1885, and Arlie Latham, one of the fleetest men in the American Association, then playing third base for the St. Louis team.

The rivals toed the mark in the season of 1885 at St. Louis. There was intense rivalry between the pair and the race was a fast one. Sunday won in 10 seconds flat, hard-pushed by Latham.

"Have you the old punch yet?" Sunday asked the old player, who will be remembered especially for his famous handspring across the diamond in the old days. "How is the wing?"

Latham declared he was as fit as ever. He explained he was now living in Lynn and had come in to hear Billy Sunday deliver a sermon.

Skottowe Game Won by the S.F.C.

(Continued from Page 1)

excellent goal. He is improving in every game and the way he takes the ball from all sorts of difficult positions shows the class custodian. He was well supported by the two backs, especially the player on the right. P. Xavier, the College outside right and probably the youngest member on the field of play, was quite a star. He sprinted in great style, did all kinds of tricky things with the ball and generally centered in the best positions.

The S. F. C. now meet the Recs in the final.

Recs. vs. Municipal Schools

The Recs turned out a strong side in their match against the combined Public and Thomas Hanbury Schools yesterday on the Football Club's ground. Rumor had it that they were up against a pretty tough proposition but the final score of 3-0 in their favor again shows that fickle Dame to be very much 'off-side.'

The Schools winning the toss elected to play against the slight wind that prevailed and with cries of 'School!' from the touch-line the Old Boys (not that they are so aged) were into the enemy's territory and pressing hard.

Such names as Harry Ollerdessen and Wigton, however, have a paralysing effect upon the uninitiated, and though White on the wing centered in grand style, the shot was easily cleared. Brandt obtaining possession passed to Wade and the latter showing some of his old form eluded Smith and some exciting play took place in front of the Schools' goal-mouth; an ineffectual corner-kick resulting.

The Schools' forwards attacked strongly, Soufoulis making some gallant efforts, not all of which were unsuccessful, to wriggle through the opposing giants. From a pass by Wigton, Brandt realized the Recs' first goal with a remarkable 'first-time' shot that struck the corner of the net.

The play that followed was fairly even and it was some time before Wilson notched the Club's second point with a long shot that cannoned off Smith into the goal.

The Recs apparently satisfied that they had the game well in hand fell back somewhat on the defensive and thus in spite of repeated efforts by Soufoulis and White, half-time found the score unchanged.

The resumption of play saw the Schools rallying and Soufoulis, who deserved better support, was again prominent. Hansen and Wigton however cleared effectively and a series of attacks by Wilson and Brandt followed. A pass from Wade enabled Brandt to score the last goal in the game.

The Schools made a last effort towards the close and Mears sent in a terrific shot which threatened to lift the top-bar off. From the scrimmage that ensued a corner-kick was granted which was again misdirected and the whistle blew with the Recs winners by 3 goals to nil.

For the winners Turner and Ollerdessen at back were always safe. Hansen was the pick of the half-line. Brandt who scored two of the goals was away the best of the forwards and the youthful aspirants among the schools would do well to imitate his dash.

Quincey and Whittaack were the main factors in the Schools' defence. The forward line were unable to combine owing to lack of practice and this together with the superior weight of the Recs accounted for the final score. Soufoulis and White were perhaps the pick of the team.

Mr. H. F. Landers acted as referee and held the game well in control.

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